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DEVELOPEMENT

A

DEVELOPEMENT

OF THE

VIEWS AND DESIGNS

OF THE

FRENCH NATION;

AND WHY THEY PERSIST IN MAKING

THE

RIVERS

RHINE, MAESE, AND SCHELDT,

THE BOUNDARIES OF THEIR

COUNTRY;

BY

MATTHIAS KOOPS, ESQ.

DEVELOPMENT

OF THE

ARTS AND DESIGN

FRANCIS T. HORN



MASSACHUSETTS INSTITUTE OF TECHNOLOGY

FOUNDED 1865

COURTESY

MATTHEW FOOT 1920

A DEVELOPEMENT

HIS ROYAL HIGHNESS
VIEWS AND DESIGNS

OF THE
FRENCH NATION,

And the Advantages which will derive to them, if they should be able, by
a Peace, or otherwise, to secure to themselves the free Navigation

OF THE
RIVERS
Rhine, Maese, and Scheldt;

To which it is their long avowed Intention and Design, to join many of their numerous navigable Rivers and Canals, and thereby, at all Times, secure to themselves, a safe and speedy Conveyance of their various Productions, Manufactures and Commerce, from the most interior Parts of the Kingdom, to the above Rivers; and from thence to the Centre of Germany, Holland, and the Netherlands; and from the Mediterranean Sea to the Bay of Biscay, to the British Channel, and to the North Sea, and thereby to monopolize the whole Trade of almost all the northren Part of Europe; and particularly to the Exclusion of the Trade and Manufacturers of Great Britain,

LONDON:

PRINTED BY J. BARFIELD, No. 91, WARDOUR-STREET;

AND
SOLD BY MR. STOCKDALE, PICCADILLY,
MR. RICHARDSON, ROYAL EXCHANGE.

AND
BY MR. BYRNE, GRAFTON-STREET, DUBLIN.

APRIL, 1796.

Koofs (Matthias)

DEVELOPMENT

OF THE
VIEWS AND DESIGNS

OF THE
FRENCH NATION

And the Advantages which will derive to them, if they should be able to
a Power, or otherwise, to secure to themselves the free Navigation

OF THE

RIVER

Rhone, Meuse and Scheldt



To which it is then left, and of late years, and Design
to join many of their numerous navigable Rivers and
Canals, and thereby, at all Times, secure to themselves
a safe and speedy Communication of their various Productions,
Manufactures and Commerce, from the most interior
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thence to the Centre of Germany, Holland, and the No-
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1796

TO

HIS ROYAL HIGHNESS

HIS ROYAL HIGHNESS

THE

DUKE OF YORK,

FIELDMARSHAL

AND

COMMANDER-IN-CHIEF

OF THE

BRITISH FORCES, &c. &c. &c.

TO

HIS ROYAL HIGHNESS

THE



FIELD-MARSHAL

AND

COMMANDER-IN-CHIEF

OF THE

BRITISH FORCES

to the world the views and designs of the French
nation, and the consequences of their
being permitted to fix their rivers as the

HIS ROYAL HIGHNESS

THE
to monopolize the principal part of the com-

DUKE OF YORK.

NESS: I am sensible to my humble endeavours to
call the attention, and to the feelings of

every subject of GREAT BRITAIN at a

moment, when their honor, safety, and deeply concerned. The magis-

THE very distinguished
honor YOUR ROYAL HIGHNESS
has conferred on me, by granting me per-
mission to dedicate to YOU my maps of
the rivers RHINE, MAESE, and SCHELDT,
claims my warmest gratitude; and as the
following treatise is calculated to shew the
importance and utility of the publication
of those maps at this crisis, and to expose

I shall

to

to the world the views and designs of the French nation, and the fatal consequences of their being permitted to fix those rivers as the boundaries of their dominions, and thereby secure to themselves the free navigation, and to monopolize the principal part of the commerce of Europe. I am encouraged to the liberty of intreating YOUR ROYAL HIGHNESS's sanction to my humble endeavors, to call the attention, and rouse the feelings of every subject of GREAT BRITAIN at a moment, when their honor, safety, and dearest interests are so deeply concerned. The magnitude of the impending injury is not generally or sufficiently understood; but when fully exposed, and duly impressed on the minds of the public at large, I am confident will in itself, be deemed a full and ample justification for continuing the war, until the enemy are compelled to relinquish their present publicly avowed ambitious, unjust, and arbitrary pretensions and designs.



I shall

*I shall not presume to trespass further on
YOUR ROYAL HIGHNESS's indulgence,
than, with great humility to observe, that as
this very important subject will soon be submitted
to the consideration of Parliament, I flatter
myself that by a due attention to the maps, and
to this treatise, every member of both houses,
desirous of offering an opinion, will find
considerable information.*

*I have the honor to be, with the most pro-
found respect,*

SIR,

YOUR ROYAL HIGHNESS's

Most obliged,

Most obedient,

And most devoted

April, 1796.

Humble Servant,

MATTHIAS KOOPS

I shall not presume to trespass further on
YOUR ROYAL HIGHNESS'S indulgence,
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OBSERVATIONS

ON THE

ACTUAL POPULATION

IN

FRANCE.

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Males 12609269 12391573
Females 12391573

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OBSERVATIONS, &c.

IN order fully to comprehend the object of this publication, it is necessary to make some observations on a statement lately published in France, of the actual population of that Country.

In this publication it is stated, that before they annexed the conquered countries to that kingdom, their population was 25 millions 992, of which are,

Years Old.	Males.	Females.
from 1 to 10 .	2979166	3369792
11 to 20 .	2447917	2375000
21 to 30 .	1984375	1734375
31 to 40 .	1755200	1619791
41 to 50 .	1588542	1410583
51 to 60 .	921875	979166
61 to 70 .	645833	588542
71 to 80 .	244792	288333
81 to 90 .	36452	15625
91 to 100 .	5208	10416
	<hr/>	<hr/>
Males	12609369	12391623
Females	12391623	

The

The whole amounting to 25 millions 992 inhabitants. They assert further, that between them are men able to bear

arms	- - - - -	5,519,000
Married persons	- - - - -	11,100,000
Widowers	- - - - -	609,750
Widows	- - - - -	1,219,513
Ci-devant nobles	- - - - -	83,000

This statement of the actual population in France, cannot be a true one; and is certainly published, to serve as an illusion, held out to the people, to veil the losses of their fellow-citizens. It is impossible that the total can be at present more than 20 millions, and with the lately conquered ten provinces of the Netherlands, Liege, Stavelot, Malmédy, Lorgne, a part of the United Provinces, and the other countries on the borders of the river Rhine, which they have temporarily annexed to France, the population will amount to about $23\frac{1}{2}$ or 24 millions, as will be afterwards more fully explained.

That

That the before-mentioned statement is falacious, appears clearly at the first sight, by the number they give out of the actual living males, to the number of existing females, which is 12,609,369 males, to 12,891,623 females, which is upwards of 200,000 more males than females, notwithstanding there have been more than 17 females to 16 males in France, which has been ascertained by many able calculators, and which is nearly the same case in all other countries. If it is calculated that there is 17 to 16, there must be 19,397,454 females actually living in France, if the number of males is taken for fact, which is upwards of one million more than was given out by the convention. But, as the guillotine, and the other numerous massacres, have destroyed infinitely more males than females, and a great number more males than females have been obliged to emigrate from their unfortunate and oppressed country, but principally the great number of men France has lost during

during the war, by desertion, prisoners, by death in the hospitals, and killed, to which ought to be added, those who are gone to destruction, by grief, by the want of habitual comforts, and the necessaries of life, it is clear, and cannot be doubted, there must be actually living, in that country, at least three millions, if not three millions and a half more females than males; for according to former, and the most accurate statements, there have been always near one million more females than males in France. The nature of the actual state of affairs, has therefore obliged the present rulers to publish such deceitful calculations, to lure the people into further misery, and to prevent their rousing from their dreams of liberty, and future aggrandisement.

The Marshal de Vauban* has made exact enquiries

* This able statesman and engineer calculates, that 25½ millions of inhabitants may find nourish-

enquiries into the state of the population of France, and stated in his project of a Royal

ment in France, by the productions which the earth can afford. (See the before-mentioned project of a Royal tenth, pages 64, 180, and 197.) He says, that a French square league, of which he calculates 25 upon a degree, produces 2630 septiers of corn; having deducted for buildings, vineyards, gardens, roads, forests, waters, &c. he calculates for each person, old and young together, 3 septiers, (a septier is 12 bushels) and that 876 people may find sustenance on each French square league; if now the portions of 26 people are deducted, for being destroyed by waste, birds, mice, and other vermine, there remains still a sufficient quantity for 850 people. France contains 30,000 square miles, which, according to this statement, support with food $25\frac{1}{2}$ millions of people.

The proportion of a French square mile, 25 to a degree, and an English square mile 60 to a degree, is 144 to 25; if now 850 people, as has been stated, finds sustenance on one French square league, it is equal with 147 on one English square mile.

tenth, published in the year 1707, the number of inhabitants in France, to be 19 millions and 94 thousand.

The intendants of the several provinces in France, at the latter end of the last century, by order of the then Dauphin, made several returns of the population in France. He ordered the Count Boulainvilliers to make extracts of them, and the whole number did amount to no more than 19,385,378. (This is since published in London, under the title of *Etat de la France*.)

French Flanders has been since given up to France; and the province of Alsace, in the year 1697, and the Duchy of Lorraine, in 1735, which would increase the population to about 21 millions.

Mr. d'Expilly has given, in the year 1772, the

the following table of the existing males and females in France at that time:—

Years Old.	Males.	Females.
Under 20	4747516	4796735
From 21 to 50	4243516	4648050
51 to 65	1097306	1318344
66 to 80	413240	588585
And passed 80	61053	100012
	<hr/>	<hr/>
Males	10562631	11451726
Females	11451726	
Total	22014357	

Of which there were near one million more females than males, or about 13 males to 14 females, which differs not much from 17 to 16, as has been before mentioned. This statement of Mr. d'Expilly has all the appearance of being a true one, and is nearly conformable to the several general observations which have been made by bills of mortality, in different countries, on the state of population, and the life of mankind.

It is here stated, that almost in all ages*, there have been more women than men living in France, as well as in all other countries, which number increases in proportion.

* That almost, in all ages, more females than males exist in all countries, is a fact, notwithstanding more males than females come alive into this world; which has been ascertained to be from 1040 to 1050 males against 1000 females (if the still-born were be to added, the number of males would be still greater, as it is found by accurate observations, that out of 55 or 56 still-born children, there are no more than 25 males, which is from 1200 to 1240 males to 1000 females) but before they attain the age of 10 years, the number of deceased male children is 1080 to a 1000 female children, and so, as they advance in life, more males than females die annually, in all different ages, during the whole period of the life of mankind; which may be attributed to their greater fatigues, dangerous labours, and more dissipated lives; and if those who lose their lives in war, employed in navigation, and others who emigrate are added, it will bring the number of existing males to be 16 against 17 females.

portion considerably, when they have passed the fiftieth year; and it is universally experienced and proved, that from such an age, the mortality is much greater amongst men in proportion, than amongst women. But this is contradicted by the late statement of the actual population in France, and their differing from all observations till now ascertained, proves their falsity; for they can never make the discerning part of mankind believe, that the system founded by the Creator has changed in their country, with their new system of government.

To prove this more fully, and for the better explanation of the subject, there is hereto subjoined, calculations, which prove that the number of females which probably must exist in France, in various ages, exceed the number of males which they give out as actually existing.

If 5,328,126 males from 21 to 50 years
old

old are now living in France, their should be about 5,800,000 females, which is one million and upwards more than they state to the public.

If 1,244,791 males exist from 51 to 65 years old, the number of females should be, according to Mr. d'Expilly's statement, about one million and a half females, instead of 1,273,437, which is more than 210,000 short of the number.

And, if 567,709 males, from 66 to 80 years are now living, the number of 582,204 females given out, is near 200,000 less than there should exist.

But it differs principally in the number of these who have passed the 80th year of their age. They state, that out of 25 millions there exists no more than 41,660 males, and 26,041 females, from 81 to a 100 years old. The number of males is greatly too small; but supposing it

to be right, according to all prior observation, there ought to be about 120,000 females more than is given out in their statement.

If their statement of there being only 67,701 men and women existing in France, who have passed the age of 80 years, is true, it must make every man of feeling shudder, and naturally leads us to reflect on these shocking and painful ideas, that upwards of 100,000 venerable, aged persons, have been destroyed and murdered in the space of six years, by grief, anxiety of mind, misery, and the want of necessaries of life.

Persons, who by many years experience, could have served their country and co-citizens, with mature council and approved wisdom; for according to the best and most accurate bills of mortality, out of 25 millions of inhabitants, there must be 200,000 existing, who are more than 80 years old; and according to their statement, no more than one-third of that number is now existing—

the

the idea that the other two-thirds have fallen victims in their old age, by the enormities* committed by their own countrymen and children, is too dreadful for reflection.

The further statement of there being 1,219,513 widows actually living in France to 609,750 widowers, is likewise a striking proof, that they either amuse the public with fallacies, or the still greater effusion of blood. The best observers on the life of mankind have ascertained, that if 600,000 widowers exist

* Frenchmen! I turn away with affright from that impious troop, which is guilty of assassination, by looking on, the peaceable witnesses of murder.

—I fly far off from the cries of that execrable tribunal, which murders, not only the victim, but which murders also the mercy of the people.

(From Klopstock's letter to the French Convention, on sending back his patent of citizenship, which had been voted to him by the National Assembly.)

exist in a country, there are in general about 900,000 widows; and if it is considered, that about three million of men have been lost to France, during the Revolution, by assassination, emigration, and war; and that they have forced into the field, men of all ages, married and unmarried, the number of 2 million of widows, will not be exaggerated. It is the same with their statement that there are actually 5 millions 519 thousand men in France, able to bear arms; but it will be impossible for them, to pick out two-thirds of that number, qualified for that purpose. The whole statement appears calculated, first, to deceive the people in their own country, and, secondly, to impose on the ignorant part (which are always the greatest mass) of the people in other countries, by making them believe, that their strength is much greater than it is in reality, and to induce them to fall into the same error, and to look up to France for protection and assistance.

THE

D

I conclude

I conclude these observations with a statement of the population of France, from the late minister, Mr. Neckar, and from Mr. Moreau* which were published not many years before the Revolution; both state the number to be about 29 millions, which may be considered as a just statement; but to ascertain the actual number, there must be deducted all those who have perished by the numerous massacres and excesses of barbarism, by the war, by emigration†, and other

* Vide, Recherches and Considerations sur la Population de la France, 1778, first volume, page 71.

† Considering the great number of persons who have emigrated from France to an asylum, from murder and horror, this observation is certainly not exaggerated—not only the major part of the nobility, but the greater part of the numerous clergy who could not submit to atheistical systems, have emigrated, and a great many have been massacred.

other causes, which must diminish the actual number of inhabitants in France to about 20 millions, of which there certainly must be more than 11 million of women, and not 9 millions of men.

The clergy, before the Revolution, were considered to be 500,000, of which the greater part are gone to Portugal, Spain, Italy, Germany, and a great many to England; this number is rather under-rated, for there have been in France

- 18 Archbishopricks,
- 118 Bishopricks,
- 256 Commenderies of the order of Maltha,
- 700 Convents of Mendicants,
- 1240 Priories,
- 1891 Abbies,
- 15200 Chapels, and
- 140000 Parish Churches.

other causes, which must diminish the actual
number of inhabitants in France to about 20
millions of which there certainly must be
more than 11 million of women, and not 6
millions of men.

The census before the Revolution was con-
sidered to be 30,000, of which the greater part
was gone to Germany, Spain, Italy, Germany, and
a great many to Russia, the number is rather
undetermined, but there have been in France

15,000,000 of men.

18,000,000 of women.

10,000,000 of children.

10,000,000 of the population.

1750 1750

1800 1800

1850 1850

1900 1900

ALPHABETICAL LIST
OF THE
RIVERS
GEOGRAPHICAL DESCRIPTION
FRANCE,
WITH A SHORT
OF THE
GEOGRAPHICAL DESCRIPTION.

RIVERS

AA. river, the spring of which is near
Renty, a small city in the upper Boulon-
nois. **FRANCE.** It separates
the province of Flanders, from the pro-
vince of Piccardy, and passes by the
city of Saint Omer, where art has ren-
dered it navigable by the means of
fluices; it falls into the Brugh Channel,
near the city of Gravelines.

ADOUR,

GEOGRAPHICAL DESCRIPTION

OF THE

RIVERS

F. R. A. W. C. E.

AN. river at the foot
Adour, its spring is at Tremoulis, in the
mountains of the Pyrenees, to the
Bay of Biscay, **OF THE**

RIVERS

There are two small rivers of the same name
in the province of Gascony, which join both

FRANCE,

WITH A SHORT

GEOGRAPHICAL DESCRIPTION.

Adour, the spring of which is near the
borough of Brive, in the duchy of
Lorraine; it passes the borough of Rem-
* **A** A, a river, the spring of which is near
Renty, a small city in the upper Boulon-
nois, the county of Artois; it separates
the province of Flanders, from the pro-
vince of Piccardy, and passes by the
city of Saint Omer, where art has ren-
dered it navigable by the means of
fluices; it falls into the British Channel,
near the city of Gravelines.

ADOUR,

ADOUR, its spring is at Tremoula, in the mountains of Begorre, and goes to the Bay of Biscay, passing Boucautneuf.

There are two small rivers of the same name in the province of Gascogne, which join both the great rivers at a certain distance.

AER, passes near Guimper, a town in the province of Brittany.

AGNE, the spring of this river is near the borough of Brayere, in the dutchy of Lorraine; it passes the borough of Rambervilles and Moyen; it joins the river Sheurte, about 2 miles opposite the city of Luneville.

AGOUT, a river in the province of Languedoc, the spring of which is in the mountain of Caune; it unites with the river Tarn, near the city of Rabasteens.

Ain, the spring of this river is at the foot of the mountain of Tura, in the bailwick of Salims, in the province of Franche-Comté; it discharges itself into the river Rhone, 15 miles from the city of Lyons.

The French Convention has given the name of this river to the department of the Ain, which is divided into nine districts: Trevoux, Mont-luel, Pont-de-Vaux, Chatillon, Sourg, Sellai, Saint Rambert, Nantua, and Gez.

Aindre, a river in the province of Berry; it joins the river Loire.

Aisne, the spring of this river is in the province of Champaign, and it joins the river Oise, near the city of Compiègne, in the county of Senlis.

The department of the Aisne has received its name from this river, which is divided into six

districts:

E

districts:

districts: Saint-Quentin, Soissons, Laon, Chateau Thierry, Guise, and Chauny.

ALBARINE, the spring of this river is in the mountains of the Alps; it passes the borough of Saint Lambert, and joins the river Ain.

ALBE, a small river in the dutchy of Lorraine, which unites with the river Sar, at the city of Saralbe.

* **ALLIER**, the spring of this river is in the country of Geyaudan, in the province of Languedoc; it passes between the dutchy of Bourbonnois, and the province of Nivernois, and joins the river Loire, 3 miles from the city of Nevers.

This river gives its name to the department of the Allier, which is divided into seven districts: Moulins, Donjon, Cusset, Gannat, Mont-Maraut, Montluçon, and Cerilly.

ANTE,

ANTE, a river in the province of Normandy; it passes the city of Falaise, and unites with the river Dive.

* **ARC**, this river is in the county of Artois; it passes near the city of Bethune, and joins the river Lys, near the city of la Gorgue, in the province of Flanders.

* **ARDESCHE**, a river in the province of Languedoc; it originates in the mountains of the Sevennes, and it discharges itself into the river Rhone, near the city of Pont Saint Esprite.

* The name of this river is given to the department of the Ardesche, which is divided into seven districts: Privas, Annonay, Tournon, Aubenas, Vernoux, Villeneuve de Berg, and Argentiere.

ARDRES, is a river in the province of Normandy; it falls into the small gulph of

COMBELAINE, having passed the city of
Saint Hilaire,

ARDUSSON, originates in the province of
Champaign, and joins the river **Seine**,
near the city of **Nugent sur Seine**.

ARGENON, a river in the province of **Brit-**
tany, the spring of which is near the
borough of **Jugen**; it falls into the sea,
9 miles from **St. Malo**, which is a con-
siderable sea-port.

ARGENS, this river originates in the mar-
quisate of **Olieres**, in the province of
Provence, and falls into the Mediter-
ranean sea, near the city of **Frejus**.

ARGENTOR, the spring of this river is in the
province of **Poitou**; it takes its course
to the province of **Angoumois**, where it
immediately joins the river **Charente**.

This river forms two others, from whom it takes its own name; one is the river Argent, and the other is the river Or.

ARGET, a small river which joins the river Ariege, near the small city of Foix.

ARIEGE, this river originates in the Pyrenean mountains, about 12 miles from Mont-Lewis; it joins the river Garonne, 3 miles from the city of Toulouse, in the province of Languedoc; and grains of gold are found in its sands.

It gives the name to the department of the Ariege, which is divided into three districts: Tarascon, Saint Gizens, and Milpepoix.

ARMENCON, a river in the dutchy of Burgundy, the spring of which is 6 miles from the city of Arnay le Duc, and unites with the river Yonne, 3 miles from the city of Toigny, in the province of Champaign.

ARNON,

ARNON, a river, the spring of which is about 21 miles from the city of la Chatre, in the province of Berry; it joins the river Cher, about 6 miles from the city of Vierzon.

* **ARQUES**, a river in the province of Normandy, which passes the cities of Neufchatel and Arques; it falls into the British Channel, and is navigable from Arques.

* **ARRATS**, a river, the spring of which is near the city of Castelnau de Magnoac, in the country of the four vallies, which it passes, and traverses a part of the province of Languedoc, between the rivers Gers and Gimone; it joins the river Garonne, opposite the city of Valence.

ARRISE, a river in the upper part of the province of Languedoc; it originates in

in the Pyrenean mountains, and unites with the river Garonne, at the city of Brieux.

ARROUX, the spring of this river is 6 miles from the city of Arnay le Duc, it joins the river Loire, near the borough of Digoin.

ARTOIS, a river in the province of Piccardy, which joins the river Oise, near the borough of Saint Michel.

AUBE, this river originates from a mountain in the forest of Auberieue; it waters a part of the province of Champaign, and unites with the river Seine, at the borough of Marcilly, in the province of Normandy.

The department of the Aube has obtained its name from this river, which is divided into six districts: Troyes, Nogent sur Seime, Arais sur Aube, Bar sur Aube, Bar sur Seine, and Ervy.

A small

A small river of the same name, unites 3 miles from the city of Vervins, in the province of Picardy, with the river Oise.

AUBETTE, a small river in the province of Normandy, which joins the river Seine, near the city of Rouen. It has been observed, that the water of this river has never been frozen.

* **AUDE**, a considerable river in the lower part of the province of Languedoc; it originates in the Pyrenean mountains, and discharges itself into the Mediterranean sea, near the city of Narbonne; a canal goes from this river to the Royal canal.

This river gives the name to the department of the Aude, which is divided into six districts: Carcasson, Castelnau-dari, la Grasse, Lemoux, Narbonne, and Quilan.

AVEIROU,

AVEIROU, the spring of this river is in the province of Rouergue; it unites with the river Tarn, near the city of Montauban.

The department of the Aveiron has received its name from this river; it is divided into nine districts: Rodez, Villefranche, Aubin, Mur-de-Cares, Sevorac-le-Chateau, Milhau, Saint-Affrique, Saint-Geniex, and Sauveterre.

* **AVEN**, a river in the province of Brittany; the spring is near the borough of Calac; it passes the cities of Karhais, Chateauneuf, and Chateaulin, and falls near the borough of Favu, through the Bay of Brest, into the ocean; it is navigable from Chateauneuf.

AUMIGNON, a river in the country of Vermandois, in the province of Piccardy, which joins the river Somme.

AURE, this river waters a part of the province of Normandy, and unites with the river Drome.

AURE, is another small river likewise in the province of Normandy, which passes the city of Bayeux, and falls into the British Channel, at the port and borough of Ifigni. Some call this river Vire.

AURON, a river which traverses the province of Berry, and joins the river Eure.

AUSON, a small river in the province of Provence, which passes through the city of Carpentras, belonging to the Pope; it joins the river Nasques.

AUTHIE, this river originates at the village of Cogneaux, on the frontiers of the county of Artois, and the province of Piccardy.

Piccardy, and discharges into the British Channel.

Ayr, the spring of this river is in the dutchy of Bar, and it unites with the river Aisne, near the borough Senaque.

AZERQUES, a small river which joins the river Saone.

***BAISE**, this river originates in the viscounty of Neboufan, in the province of Gascony, and unites with the river Garonne, opposite the city of Aiguillon; it is made navigable by means of several sluices up to the city of Nerac. Another river of the same name is in the province of Burgundy, which joins the river Saonne, about 6 miles from the city of Auxonne.

BAR, a small river in the dutchy of Lorraine.

BEBRE, a river in the province of Bourbonnois: it passes through the city of Palice, the borough of Taligny, and unites with the river Loire, opposite the city of Bourbon Lancy.

BENAISSÉ, waters the city of Tremouille, in the province of Poitou, and unites with the river Vienne.

BERA, a river in the upper part of the province of Languedoc, which discharges into the lake of Sigean.

BEUVRON, a small river in the province of Nivernois, which unites at the city of Clamici with the river Yonne.

BIDOURLE, it originates in the lower part of the province of Languedoc, and falls into the Mediterranean sea.

BIEVRE,

BIEVRE, the spring of this river is near the city of Versailles, it unites with the river Seine, near Paris; in the last part of its course it is named Goblin.

BILLASOA, a river which originates in the Pyrenean mountains, near the borough of Saint Estevan, through which it passes, and falls into the ocean near Fontarabie.

* **BLAISE**, a river in the province of Gascony; it originates from the Pyrenean mountains, near the spring of the river Gers; it passes near the city of Mirandi, the borough of Valence, the cities of Condom, Neradand, and Lavardac; it joins the river Garonne, nearly opposite the mouth of the river Lot.

* **BLAVET**, a river in the province of Brittany; its spring is near the borough of Rosterman;

Rosterman; it passes the city of Pontive, the borough of Baud, and the city of Hennebon, and falls about 2 miles from the last city, through the bay of L'Orient, into the ocean; it is navigable from Baud.

Bouresse, a river in the province of Quercy; it joins the river Dordogne, near the city of Souillac, through which it passes.

Bourbince, a small river in the province of Burgundy, which passes the city of Pevray le Moneal, and unites with the river of Arroux.

Boutonne, the spring of this river is in the province of Poitou, and it joins the river Charente. Two of the principal powder mills in France are on this river.

BRESSE,

BRESSE, a small river in the country of Caux, in the province of Normandy; it originates at the village of Courcelles, about 6 miles from the city of Aumales; it discharges into the sea, near the port and city of Treport, about one mile and a half from the city of Eu.

* **BRETTE**, a river in the county of Artois; it waters the cities of Houdain and Bethune, and joins the river Lys, near the village of la Gorgne.

CALAVON, a small river, which waters the city of Apt, in the province of Provence, and unites with the river Durance.

* **CANCH**, the spring of this river is 21 miles from the city of Hefdin, in the county of Artois; it discharges into the sea, near the port and city of Estables. This river is navigable from the city of Montreuil.

CÈRE,

CERE, it originates in the mountains of Cantal, and unites with the river Dordogne.

CESE, a small river in the province of Languedoc, which joins the river Rhone, opposite the city of Orange. It carries grains of gold in its sands.

CHALARONNE, a river in the province of Tourraine; it passes the cities of Châtillon and Toisey, and joins the river Saonne.

CHARENTE, a considerable river, which originates in the province of Limosin, and waters the countries of Angoumois, and Saintogne; it discharges in the ocean, opposite the island of Obron.

The name of this river is given to two departments. The Charente exterior is divided into six districts: Angouleme, Rochefaucauld, Confolens,

Confolens, Ruffec, Cognac, and Barbesieux.

The Charente interior is divided into seven districts : Saintes, La Rochelle, Marennes, Saint-Jean-d'Angly, Rochefort, Pons, and Montlieu.

CHARONNE, a river in the province of Normandy, which unites with the river Seine.

CHARONTONNE, a river in the province of Normandy ; it passes the borough of Montreuil, and the city of Bernay, and joins the river Rille, 3 miles from this city.

* **CHER**, a considerable river ; its spring is in the province of Auvergne ; it waters the provinces of Bourbonnois and Berry, and joins the river Loire, between the cities of Tours and Saumur.

The name of this river is given to the department of the Cher, which is divided into seven districts : Bourges, Vierzons, Sancerre, Saint-

Clément

G

Amand,

Amand, Chateau-Meilland, Sancoins, and Aubigny.

CIRON, a river in the province of Gascogne, which passes near the city of Bazas, and joins the river Garonne, opposite the city of Cadillac.

* **CLAIN**, its source is on the borders of the province of Angoumois; it traverses the province of Poitou, and unites with the river Vienne, about 3 miles from the city of Chatellerant, and is no further navigable than 6 miles from its mouth.

CLATZE, a river in the province of Touraine; it passes the cities of Mezieres and Preuilly, and unites with the river Creuze.

CLENIANCE, its spring is in the county of Artois; it joins the river Lys, at the borough of Calonne.

CLUSON,

GLUSON or **CHISSON**, the spring of this river is in the Alp mountains, near Siftieres; it waters a part of the province of Dauphiné, and receives the river Pellice, before it joins the river Po, near the small city of Pancale, in the dutchy of Piedmont, in Italy.

COESNON, a river which originates near the city of Mans, in the province of Normandy; it falls into the sea, between the village of Ponterfon and the Abbey Mont-Saint-Michel.

* **COLME**, a river in the province of Flanders, which is regarded as a branch of the river Aa; it passes the city of Bergue Saint-Winox, and discharges into the canal of Dunkirk.

COUESNON, a small river in the province of Brittany; it falls into the British Channel, opposite the island of Saint Michel.

COURAY, a river in the dutchy of Lorraine, which joins the river Orne, at the borough of Brey.

COURRESE, a small river in the province of Limoufin; its spring is near the borough of the same name, and it passes the cities Tulle and Brives-la-Gaillarde, before it unites with the river Vezere.

This river has given its name to the department of the Courrese, which contains four districts: Tulle, Brives, Uzerche, and Uffel.

* **CRAU**, is a small river in the province of Languedoc; it falls into the Mediterranean sea, near the city of Agde.

CREUZE, a considerable river, which originates in the upper part of the province la Marche, and unites with the river Vienne.

The department of the Creuze has received its name from this river, which is divided

into seven districts; Gueret, Aubusson, Felletin, Bouffac, la Souterraine, Bourgneuf, and Evaux.

CROULD, a small river in the province of the Isle of France; the spring of which is near Tillay, and unites with the river Seine, near Saint-Denis, having passed that city.

CURE, a small river which waters the borders of the province of Burgundy and the country of Vezelay; it joins the river Yonne.

DARBIOU, a small river in the bishoprick of Toul, which unites with the river Moselle, at the borough Chate.

DEHUN, a small river in the province of Burgundy, which joins with the river Saonne.

DEULE,

DEULE, a river which originates in the province of Piccardy, and assists to form the canal of Lille, from the city of Douay, to the city of Lille; it unites with the river Lys.

DIVE, is a river in the province of Normandy; its spring is near the village of Gaffey; it falls into the sea, after a course of 36 miles, at the port and city of Dive, and is navigable from the borough of Corbon. Another river of the same name waters a part of the province of Poitou, and joins the river Thouay, 3 miles from the city of Saumur.

DOIRE, the spring of this river is from the mountain Genevre, in the province of Dauphiné; its course goes to Italy, where it unites with the river Po, near the city of Naples.

DORDOGNE,

DORDOGNE, this river originates from a mountain, named Mont d'Or, in the lower part of the province of Auvergne; it passes the province of Guienne, and joins the river Garonne, near Bourg-sur-Mer.

The department of Dordogne has received its name from this river; it is divided into nine districts: Périgueux, Sarlat, Bergerac, Nontron, Exideuil, Montignac, Ribérac, Belvez, and Montpont.

DOUBS, a river in the province of Franche-Comté; the spring is at the mountain Jura; it unites with the river Saône, at the small city of Verdun, in the dutchy of Burgundy. This river is not navigable.

The department of the Doubs has obtained its name from this river; it is divided into six districts: Besançon, Quingey, Ornans, Pontarlier, Saint-Hyppolyte, and Beaume.

Douze, a river in the province of Gascogne, which passes the city of Roquefort, and is joined by the river Midou, at the city of Mont-de-Marzan, where it receives the name of Midouze, and passes the city of Tartas, and unites with the river Adour.

DROME, a rapid river in the province of Dauphiné, which joins the river Rhone, near the borough of Livron.

This river gives its name to the department of the Drome, which is divided into six districts : Romans, Valence, Le-Crest, Die, Montelimart, and Le Buis.

In the province of Perigord is a river of this name, which unites with the river Isle, at the village of Coutras.

The principal river of the same name is in the province of Normandy, which after a course of 24 miles, and after it has been joined by the river Aure, looses itself in the moats of the borough of Soucy.

* **DURANCE**, this river originates in the Alp mountains, and falls into the river Rhone, 3 miles from the city of Avignon; its inundations are dangerous to the adjacent countries, and it is only navigable for small craft.

EGLI, a river in the upper part of the province of Languedoc; the spring is near Maffac; it discharges into the Mediterranean sea.

EPTE, a small river; the spring is near the city of Bernay, in the province of Normandy, and joins the river Seine, near the city of Vernon.

ERAULT; the spring of this river is in the mountains of Sevennes; it waters the lower part of the province of Languedoc, and falls into the Mediterranean sea, near the city of Agde.

The department of the Erault got its name from this river; it is divided into four districts: Montpellier, Bezieres, Lodeve, and Saint-Pons.

- * **ERDRE**, a river in the province of Brittany; it passes through the borough of Nort, where its navigation commences, and continues to the city of Nantz, where it unites with the ocean. Nort is the magazine for iron, wood, pit-coals, and charcoals, which are transported on this river to Nantz.

ERNCE, a small river in the province of Brittany, which waters the city of Ernce, and joins the river Majenne.

ERS, a small river in the province of Languedoc; the major part of its course is on the side of the Royal canal; it joins the river Garon.

* **ESEAUT**,

* **ESCAUT**, Scheldt, this is a considerable river in the Netherlands, which waters a part of France, and French Flanders; its spring is in the country of Vernois, in the province of Piccardy, at the village of Beaurevoir; having watered French, Austrian, and a part of Dutch Flanders, on passing the Fort Lillo, it divides into two branches, of which the one passes by Berg-op-Zoom, and is named the East Scheldt; and the other, which goes to Flushing, is named the Hondt, or West Scheldt; both fall into the German ocean. This river is navigable from the city of Valenciennes. A canal is already commenced to unite the rivers Somme and Scheldt, of which a considerable part is subterraneous.

ESSONNE; the city Pithiviers, or Pluviers, is the place where this river originates - it unites with the river Seine, near the

city of Corbeil, in the province of the Ile of France; its water is hurtful for horses.

* **EURE**; the spring of this river is in the province of Perche, in the forest of Logny, between Nully and La Lande; it unites with the river Seine, near the city of Pont-de-l'Arches, and is navigable from the city of Maintenon, which is extremely advantageous to the inhabitants of the city of Versailles.

The name of this river is given to two departments; one is the department of the Eure, which is divided into five districts: Evreux, Bernay, Pont-Audemers, Louviers, Les-Andely's, and Verneuil. The other department is of the Eure and Loire, and contains six districts: Chartres, Dreux, Chateauf-neuf-en-Thimeray, Nogent-le-Rotrau, Chateauf-clun, and Tanville.

EVQUEZ; the spring is in the province of Dauphiné; its discharge is accomplished

plished by two different branches, of which one passes through the city of Orange; both join the river Rhone.

EYRE, a river in the province of Gascony; it waters the boroughs of Soir-Bellehade and Belin, and discharges into the ocean at Cap-Feret, at the basin of Areachon.

* **FRESQUET**, this river originates in the province of Languedoc, between the Royal canal and the city of Villefranche; it crosses the said canal, near the city of Carcassone, by which it passes and falls into the Mediterranean sea by two branches, of which one waters the city of Narbonne.

FURIEUSE, a small river in the province of Franche-Compté, near the city of Salins, which is remarkable for its several salt springs, from which this city has received its name.

GALAURE,

GALAURE, a river in the province of Dauphiné, which waters the bailwick of Saint-Marcelin, and unites with the river Rhone, 3 miles from the city of Saint-Valier.

* **GARD**, or **GARDON**, this river is in the province of Languedoc; it originates from the Sevnnes mountains, and joins the river Rhone, 3 miles from the city of Beaucaire; grains of gold are found in its sands. The famous *Pont-du-Gard*, 9 miles from the city of Nîmes, in the Lower-Languedoc, is over this river. This bridge was in ancient times constructed by three arches, one above the other; it is one of the most curious and remarkable monuments of the Romans in the country of the Gauls, which was invented and executed to conduct water into the amphitheatre of the city of Nîmes. The aqueduct is in the third, or the uppermost of the arches; but it is

is now of no more service than to gratify the eye of the observing traveller. A new bridge has been lately built, which has disguised that beautiful monument of antiquity; but is actually more useful for the passage of the people in the winter over the river, the stream of which is exceedingly rapid.

The department of the Gard has obtained its name from this river, which is divided into eight districts; Nîmes, Alais, Uzes, Beaucair, Sommiers, Saint-Hippolyte, le Vigan, and Pont-Saint-Esprit.

GARON, a river in the province of Lyonnais, which joins the river Rhone, after its passage through the city of Brignais.

* GARONNE, is one of the most principal rivers in France; it originates in the Pyrenean mountains of Conserans, on the borders of the province of Arragonia, in

in Spain; its course is through the provinces of Languedoc and Guienne, and having been joined at Bourg-sur-Mer, by the river Dordogne, it falls into the ocean at Cordouan, where there is a famous light-house.

This river gives its name to the department of the Upper-Garonne, which is divided into eight districts: Toulouse, Rieux, Villefranche-de-Lauragais, Castel-Sarrasin, Muret, Saint-Gaudens, Revel, and Grenade.

This river retains not its own name to the sea, for after its union is performed with the Dordogne, it is named

* GIRONDE; its course from its spring to the sea is near 300 miles; the tide mounts about ninety miles. The navigation is considerable, and commences from the city of Muret.

The department of the Gironde has received its name from this river, which is divided into seven districts : Bordeaux, Libourne, la Reole, Bazas, Cadillac, Bourg ou Blaye, and Lesparre.

* **GAVE**, a river in the province of Bearn ; its two branches originates in the Pyrenean mountains ; the one is joined by the Oleron, at the city of Oleron, and passes the borough of Naverrens, and the city of Sauveterre, where it unites with its other branch, and becomes navigable ; it passes the city of Mauleon, and joins the river Gave du Pau.

* **GAVE DU PAU**, is likewise in the province of Bearn, and its spring is also in the Pyrenean mountains ; it passes through the borough of Argeles, the cities of Nay and Pau, where its navigation commences ; it passes the city of Ortes, and being joined with the river Gave, unites with the river Adour.

GERTEMPE; its spring is in the upper part of the province of la Marche; it joins the river Vincen, near the city of Plaisance.

GERS, a river in the province of Gascony, which originates in the province of Nebouzan; it unites with the river Garonne, 6 miles from Agen, a considerable city in the country of Agenois in the province of Guyenne.

This river has given its name to the department of the Gers, which contains six districts: Auch, Lectoure, Condom, Nogarot, L'Isle en Jourdan, and Mirande.

GIMONE, is a river in the province of Gascony, which originates in one of the countries of Armagnac, named Magnac: it unites with the river Garonne, at the Abby of Belleperche.

* **GIRON**, a river in the upper part of the province of Languedoc; its spring is
near

near the city of Puy-Laurens, and unites
with the river Garonne.

GIRONDE. Vid. Garonne.

GRANE; the spring of this river is in the
province of Normandy, near the city
of Domfront, which it passes, and
unites with the river Majenne, at the
city of Ambrieres.

GUYER, a river in the province of Dau-
phiné, which separates France from
the dutchy of Savoy; it is formed by two
rivulets, the spring of the one is at the
village of Saint-Pieter, and of the other,
at the village of the Chartreuse, they
unite near the city of Echelles, in Savoy,
and form this river; it divides the city of
Pont-de-Beauvoisin, and joins the river
Rhône, 6 miles from thence. By a
treaty, in the year 1760, it was agreed,
that the rivulet the spring of which is at

Saint-Pieter, should serve as a division between Savoy and Dauphiné; and that the King of Sardinia relinquished his pretensions on the convent of the Chartreuse, and all the country watered by the other rivulet.

* **HAINÉ**, a river which has given the name to the province of Hainault; its spring is near the city of Binche, and it joins the river Scheldt, near the city of Conde. This river is rendered navigable, by means of sluices, from the city of Mons, (belonging to Austria) to Conde.

HERAULT. Vid. Erault.

* **HEURE**, a river in the county of Namur, which originates near the village of Cersfontaine; it waters the city of Walcourt, and joins the river Sambre, near

near the city of Charleroy. Its navigation commences at Walcourt.

HOUGUE, a river in the province of Normandy, which, with the river Vez, forms the island of Saint-Marcou. Vid. Vez.

HUBAYE, or UBAYE, a river in the province of Provence; it passes through the city of Barcelonette, and unites with the river Durance, 15 miles from the city of Embrum.

* **HUIGNE**; the spring of this river is 6 miles west of Belleme; it passes through the provinces of Perche and Maine, and unites with the river Sarthe, near the city of Mans. It has been made navigable by virtue of a decree of council, in the year 1747.

HURLAU,

HURLAU, a river in the country of Laon-
vis, which joins the river Serre, at the
borough of Moncornet.

IERRE, a small river which passes the country
of Bric, and joins the river Seine, at
Ville-neuve-Saint-George.

* **ILL**; this river waters the major
part of the province of Alsace; its
spring is at the borough of Ferete, in
Switzerland, and is joined by another
considerable branch, the spring of which
is in the mountains of Vosges; it unites
with the river Rhine, at the city of
Straßburgh, and is navigable from the
city of Schlestadt.

* **ILL**, a river in the province of Perigord,
which is made navigable by sluices.

ILLE, a river in the province of Brittany,
the spring of which is about 2 miles
from

from the city of Saint Aubin-du-Cormier, and unites with the river Vilaine, at the city of Rennes.

The department of the Ille and Vilaine has obtained its name from this river; it is divided into nine districts: Rennes, Saint-Malo, Dol, Fougères, Vitre, la Guerche, Bain, Redon, and Montfort.

* **INDRE**; the spring of this river is at the village of Saint-Pierre-la-Marche, in the province of Berry; its course is through the province of Touraine, and it unites with the river Loire, 9 miles from the city of Saumur. It is navigable from the city of Chantillon.

This river has given its name to two departments; one of them is the department of the Indre; and is divided into six districts: Chateauroux, Issoudun, la Chatre, Argentou, le Blanc, and Châtillon-sur-Indre.

The

The other is the department of the Indre and Loire, which is divided in to seven districts: Tours, Amboise, Chateau-Renaud, Loches, Chinon, Preuilly, and Langeais.

IPRELU, a small river in French Flanders; it traverses the city of Ipres; and joins the following river.

* **ISERE**; the spring of this river is between the cities of Saint-Omer and Mont-Cassel; it is joined at Fort Knock by the before-described river, and passes the city of Dixmunde; it joins the sea, near the city of Nieuport, in Austrian Flanders.

* **ISERE**, another river of the same name, which originates in the Alp mountains, from the mountain of Iserano, which is on the boundaries of the duchies of Piedmont and Savoy; its course, and several branches, water a considerable tract; and unites with the river Rhone, about

about 4 miles from the city of Valence,
and is navigable from the city of Gren-
oble.

The department of the Isere has received its
name from this river; it is divided into four
districts: Grenoble, Vienne, Saint-Marcelin,
and la Tour-du-Pin.

Isle, a river in the province of Bourdelois,
which is joined by the river Loule, and
unites with the river Dordogne, near
the city of Libourne.

Issol, a small river in the province of Brit-
tany, of which the spring is near the
borough of Rosternan; it waters the
city of Quimperlay, and discharges into
the ocean.

Iron; the spring of this river is near the
city of L'Aigle, in the province of Nor-
mandy; it passes the cities of Damville

and

and Evreux, and unites with the river
Eure near the city of Louviers.

IVETTE, a small river in the province of the
Isle de France; its spring is near the
village of Dampiere, and joins the river
Orge at the village of Savigny.

JUINE, a river in the dutchy of Beauce, in
the generality of Paris: it passes
Eflampes, and unites with the river
Essone at the borough of Essone.

LANDELLE; its spring is near the borough
of Forges, in the country of Bray, in the
Upper-Normandy; it joins the river
Seine. The small city of Li6ns is sit-
uated between its two branches.

LANGLIN, a small river in the province of
Berry; its spring is near the city of le
Blanc; it unites with the river Gar-
tempe.

* LAUTER,

LAUTER, a river in the province of
 Alsace, which joins the river Rhine,
 near the city of Haguenbach. It is navi-
 gable from the city of Crown-Weissen-
 burgh.

LAV, a small river in la Vendée; its spring
 is near Poulange, and it discharges into
 the ocean, opposite the island of Ree.

LEBRE, a small river in the duchy of Lor-
 raine; it divides the city of Marikirk, or
 Saint-Marie-aux-Mines, into two parts.

LEZ, a river which originates from the
 Pyrenean mountains, and passes near
 the city of Mirepoix, in the province of
 Languedoc; it joins the river Ariège.

LIANE, a small river in the county of Artois,
 which passes through the city of Bou-
 logne, and falls into the British Chan-
 nel.

LIGNON, a small river in the country of Forez; which descends from the mountains of Auvergne; and unites, after a course of 21 miles, with the river Loire, at the city of Feurs.

LOINGE; the spring of this river is on the boundaries of the province of Nivernois, and its discharge is into the river Seine, between the cities of Melun and

Monterath.

LOIRE; its spring is in the province of Perche; it unites with the river Sarthe, at the borough of Briole; and is navigable from Chateau-du-Loir.

* **LOIRE**; this is another of the most principal rivers in France; its spring is at the mountain Gerbier-le-Joux, in the province of Vivarais; its course is through the country of Forez, the provinces of Bourbonnois and Brittany; it

falls

falls into the ocean between the cities of Croisic and Boulogne, and commences to be navigable from the city of Roanne-en-Forêt. Its inundations are often dangerous to the countries which it waters.

Three departments in France have received their name from this river; of which one is the department of the Loire and the Cher, which is divided into six districts: Blois, Vendôme, Romorentin, Montdoubleau, Mers, and Saint-Aignan.

The second is named, the department of the Inferior Loire, which contains nine districts: Nantes, Ancenis, Chateau-Briant, Blain, Savenay, Clisson, Guerande, Painboeuf, and Macheoul.

The third is named, the department of the Upper-Loire; it is divided into three districts: Puy, Brioude, and Yffingeaux.

Loiret, a river in the province of Orléanais, which unites with the river Loire, near

near the Abby Saint-Memmi. Its course is only 6 miles, but it carries barges nearly from its spring.

The department of the Loiret has obtained its name from this river; it is divided into seven districts: Orleans, Baugency, Neuville, Peuviers, Montargis, Gien, and Boiscommun.

Loiret, a river in the duchy of Lorraine, which, after its union with the river Signeuil, joins the river Yron.

* **Lot**, a river which originates at Gevaudan, in the Pyrenean mountains, near the city of Mende, in the country of Gevaudan; it unites with the river Geronne, at the city of Aiguillon, and is navigable from the city of Entraigues, where the Truyere joins this river.

It gives its name to two departments; one is the department of the Lot, which is divided into six districts: Cabors, Monruban, Lauzerre,

Gordon,

Gordon, Martel, and Figeac. The other is named, the department of the Lot and Garonne, which is divided into nine districts: Agen, Nérac, Castel-Jaloux, Tonneins, Marmande, Villeneuve, Valence, Monflanquin, and Lauzun.

LOUIC, a small river; its spring is at the city of Yrier-de-la-Marche, in the province of Limosin, and unites with the river Isle, near the city of Exideuil.

LOUVE, a small river; its spring is at the village of Villaffans; it unites with the river Doubs.

LUISTRELL, a small river in the province of Champaign, which unites with the river Seine, at the borough of Arcis-sur-Aube.

LYANE. Vid. LIANE.

LYS, or **LIS**; the spring of this river is at the city of Lisburgh, in the county of Flanders, in the province of Artois;

Artois; it unites with the river Scheldt, at the city of Ghent, in Austrian Flanders; and it is navigable from the city of Air, to the cities of Armentières, Menin, Courtray, and Ghent.

It is remarkable that this river is always very muddy, and throws sand up at different places before it commences to rain, which is in a more or less quantity, according to the quantity of rain which falls afterwards.

MADEN, a river in the dutchy of Lorraine, which unites with the river Moselle, 4 miles from the city of Nancy.

MAESE. Vid. Meuse.

MAJENNE, a river which originates in the lower part of the province of Maine, and

and unites with the river Loire, after it has been joined by the rivers Sarthe and Loir. It is navigable from the city of Laval, by the assistance of sluices.

The department of the Mayenne has received its name from this river, which is divided into seven districts ; Laval, Erne, Mayenne, Luffay, Saint-Sufanne, Craon, and Chateau-Gontier.

* **MARNE**, is a considerable river which originates in the country of Bassigny ; it takes its course through the generalities of Chalons, Soissons, and Paris, and unites with the river Seine, near the borough of Charenton in the province of the Isle de France. It is navigable from the city of Vitry.

This river gives its name to two departments : of which one is the department of the Marne, which contains seven districts : Chalons, Reims, Saint-Menehould, Vitry-le-Francois, Epervier, and Sully. The other is the

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department.

department of the Upper Marne: it consists of six districts: Chaumont-en-Bassigny, Langres, Bourbonne, Bourmont, Joinville, and Saint-Dizier.

MASICK, a river in the province of Alsace, which waters the city of Wasselone, or Walenheim.

MAUDRE, a small river in the province of the Ile de France; its spring is near the village of Montfort, and it joins the river Seine, at the city of Mante.

MAY, a river in the province of Picardy, which unites with the river Somme, at the city of le Crotoy.

MAYNE, a small river in the province of Brittany, which unites with the river Seure-Nantoise, at the city of Clifton.

The name of this river is given to the department of the Mayne and Loire, which is divided into eight districts: Angers, Saumur, Baugé,

Baugé, Chateaufort, Segré, Saint-Florent,
Chollet, and Vihiers.

MEDAGNE, is a river which originates in the
county of Namur, and joins the river
Maese, 8 miles from the city of Huy,
in the principality of Liege.

MELDE, a small river in the province of
Champaign, which unites with the river
Seine, at the city of Mery-sur-Seine.

MEURTE; the spring of this river is in the
dutchy of Lorraine, in the mountains of
Vosges; it unites at the city of Metz
with the river Seille, which joins im-
mediately with the river Moselle; it is
navigable about 35 miles, which com-
mences at a place where a branch of
the Moselle unites with the river
Maden.

The department of the Meurte, which has
obtained its name from this river, is divided

into nine districts: Nancy, Luneville, Blamont, Sarebourg, Dieuse, Vic, Pont-a-Mousson, Toul, and Vefelife.

MEUSE, or MAESE, this is one of the most principal rivers in Germany, and is included here, as its spring is in France, and as it passes a great distance through France, and countries belonging to France, but principally as it is one of the contested rivers, which the Rulers of France are determined to appropriate to that country. It originates near the village of Meuse, in the province of Bailligny, and has received its name from it; its course is through the bishopricks of Toul and Verdun, the province of Champaign, the dutchy of Luxemburgh, the county of Namur, the principality of Liege, the dutchy of Cleves, and the united provinces of Holland; where it divides into two branches, named the Maese and the old Maese, which join again,

again, and discharges into the North-sea,
at the Brill. The navigation of this river
commences at the city of Saint-Thibaut,
in Champaign; which is of the greatest
consequence to France, as it unites with
a considerable French river at Namur,
the Sambre, and with the several canals
in Holland, and has a direct commu-
cation with the North-sea. The course
of its navigation is about 400 miles.

This river has given its name to the depart-
ment of the Maese, which is divided into
eight districts: Bar-le-Duc, Gondrecourt,
Commercy, Saint-Mihiel, Verdun, Clermont,
Etain, and Stenay.

Midou, a river in the province of Gas-
cogne, which is joined by the river
Douze, at the city of Mont-de-Marzan.

MIDOUZE. Vid. Douze and Midou.

MORGON, is a river in the country of Beau-
jolois,

into nine districts, Nancy, Lunéville, Blamont, Sarebourg, Dieuse, Vic, Pont-a-Mousson, Toul, and Veselife.

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jolois,

jolois, which waters the city of Ville-
franche, and unites with the river
Saone.

MORIN; there are two rivers of this name
in the province of Champaign; the
great Morin waters Ferté-Gaucher, Colo-
miers, and Cresse, and unites with the
river Marne, opposite the city of Meaux.

The small river originates from a large
pond, near the borough of Fere, in
Tardenois, and joins the river Marne,
opposite Ferté-de-Jouarre.

* **MOSELLE**, is a considerable river in Ger-
many; the spring is at Bussang, in the
mountains of Vosges; its course is through
the cities and boroughs of Epinal,
Nancy, Pont-a-Mousson, Metz, and
Thionville, belonging to France; and Gre-
venmacher, Treves, Trarbach, and Ohr,
in the electorate of Treves, in Germany;
it unites with the river Rhine, at the
city of Coblenz.

If the French are permitted the possession of the countries on the left bank of the Rhine, it will be a most important acquisition, as this river is navigable from Metz, and will enable them, by its union with the Rhine, to transport their commodities directly to Holland, and the North-sea; which has hitherto been greatly impeded by many tolls on the Rhine, and the staple right of the city of Cologne, &c. &c. But it may still be rendered of greater consequence, by establishing canals and uniting other rivers with it.

The department of the Moselle has obtained its name this from river, which is divided into nine districts: Metz, Longevy, Briey, Thionville, Sarlouis, Boulay, Sarguemine, Bitche, and Morhange.

* **MOTTER**, a river in the province of Alsace, which originates in the mountains of Vosges,

the Vosges, and joins the river Rhine, near the city of Drusenheim; it is navigable from the city of Bilsweiler.

MOUZON, a river in the dutchy of Lorraine, which unites with the river Maese, at the city of Neufchateau, in the generality of Nancy.

NAHON, a river in the province of Berry, which waters the city of Valence.

NASQUE, a small river in the province of Provence, which joins the river Sorgues, 4 miles before the latter unites with the river Rhone.

NIDE, a small river in the dutchy of Lorraine; it has two branches, and unites with the river Sare, at Nidbruck.

NIEPE, a small river in French Flanders, from which the forest of Niepe, situated between

between this river and the river Lys, has obtained its name, which is north of the city of Saint-Venant; it unites with the river Lys.

* NIVE; the spring of this river is near Roncevaux, in the Pyrenean mountains; it waters the city of Saint-Jean-Pied-de-Port, and discharges itself into the ocean, at the city of Bayonne. It is navigable from the borough of Ustaritz, about 9 miles from Bayonne.

NOIN, a river in the county of Donziois; it originates near the city of Donzy, and joins the river Loire, at the city of Cozy.

NOIREAU, a small river in the province of Normandy; its spring is near the village of Tinchebray; it passes the village of Conde, and unites with the river Orne.

NOIRICE, originates in the province of Picardy, and joins the river Oise, near the city of Guise.

NOYE, a river in the province of Normandy, which unites with the river Avre, near the city of Breteuil.

NYEVRE, a small river in the province of Nivernois, which unites with the river Loire, at the city of Nevers.

The department of the Nievre has received its name from this river; it is divided into nine districts: Nevers, Saint-Pierre-le-Moutier, Decize, Moulins-Engilbert, Chateau-Chinon, Corbigny, Clamecy, Cosne, and la-Charité.

ODER, a small river in the province of Brittany, which falls into the sea of Gascogne.

OIGNON, this river originates in the mountains of Vosges; its course is through the province

province of the Franche-Compté, and it unites with the river Soane, at Falnay, 9 miles from the city of Gray; its serpentine course is 75 miles, but not being navigable, it serves for floating timber.

* OISE; this river originates in the province of Piccardy, 15 miles from the borough of Charlemont; it unites with the river Seine, after a course of 140 miles, about 6 miles from the city of Poissy, in the province of the Isle de France; it is navigable from the city of la Fere.

The department of the Oise has received its name from this river, which is divided into nine districts: Beauvais, Chaumont, Grand-Villiers, Breteuil, Clermont, Senlis, Noyon, Compiègne, and Crepy.

OLERON, a small river which originates in the Pyrenean mountains, and joins the river Gave, at the city of Oleron.

ORBE, a small river in the province of Languedoc; the spring of which is in the mountains of Sevennes; it discharges into the gulph of Lyons

ORBEC, a small river in the province of Normandy; its spring is near the borough of Orbe, and it joins the river Touque, at the city of Lisieux.

ORBIEN, a river in the province of Languedoc, which arises from the Pyrenean mountains; it passes the cities of Termes, la Grasse, and Fabresan, and unites with the river Fresquel, 3 miles from the city of Narbonne.

ORBIOU, a small river in the province of Languedoc, the spring of which is near the borough of la Grace; it joins the river Aude.

ORGE, a small river in the province of the Isle

Ille de France, which originates at the village of Montlheri, and unites with the river Seine, near the borough of Juvify, 12 miles from Paris.

ORIN, is a river in the province of Champagne; it passes the borough and Abby of Trainel, near the river Seine, with which it unites.

ORNAIN; it originates in the dutchy of Bar; it passes the city of Bar-le-Duc, and joins the river Marne, about 3 miles opposite the city of Vitry-le-Francois.

ORNE, a river in the province of Normandy; its spring is at the village of Aunon, 3 miles from the city of Suz; it falls into the British Channel, at the borough Erehan, and is navigable 9 miles, up to the city of Caen.

The department of the Orne has obtained its name from this river; it contains six districts: Alençon, Domfront, Argentan, L'Aigle, Bellesme, and Mortagne.

OUAISNE, a river in the country of Auxerrois, which waters the city of Touci.

OURC; the spring is near the borough of Fere, in the country of Tardenois; it is navigable from the city of Ferte-Meton, to the city of Mans, in the province of Maine, where it joins the river of Marne.

OUSCHE, a river in the dutchy of Burgundy; which passes the city of Dijon. and joins the river Saone.

OUSTE, or **AOUSTE**, a river in the province of Brittany, which traverses the city of Uzel, the borough of Rohan, &c. &c. and unites with the river Vilaine.

OUVEZE,

OUBEZE, a river in the comtat of Venailin,
which unites with the river Sourgue.

OZANE, a small river which waters Brou-
Saint-Romains and Auton, two boroughs
in the province of Orleannois, and
unites with the river Loir.

PLEURS, a small river in the province of
Champaign, from which the borough
and Marquisate of Pleurs have received
their names.

POIX, a river in the province of Piccardy,
which waters the city of Poix.

Py, a river in the province of Champaign,
which waters the borough of Sompny.

* **QUEICH**, a river in the province of Alsace,
which is navigable from the city of
Landau, and unites with the river Rhine,
[at the city of Germersheim.

* **REISSOUSE**,

* **REISSOUSE**, a small river in the country of la-Bresse; a part is only navigable from the city and dutchy of Pont-de-Vaux, to its union with the river Saone, with is about 2 miles.

REMARDE, a river in the province of Ro-vergue, which unites with the river Orge, near the city of Arpajou.

* **RHINE**, is one of the most principal rivers in Europe, in Germany; it originates in the Alps. and its spring is at the mountain Saint-Gothard, called Adula, in the country of the Grissons, in Switzerland; it separates the provinces of Suabia and Alsace; it waters the circles of the Upper-Rhine, Lower-Rhine, and Westphalia; and is divided near the Fort of Schenk, on the frontiers of the dutchies of Cleves and Guelders, into two branches, the left of which has received the name of Wahl, and the right

right retains its original name. About 6 miles from the city of Arnheim, in the dutchy of Guelders; it divides again into two branches; the one has received the name of Yssel, and takes its course to the north, and falls into the Southern-sea; the other still keeps its name, and turns to the West, and in its course divides again into two branches, the left of which forms the river Leck, and the other loses itself in the sands of the province of Utrecht, in Holland, not far from the city of Leyden.

This river has undergone a great revolution, in the year 800; which is the reason of its not retaining its own name, like most of the other rivers, until it falls into the sea. A dreadful tempest threw up such considerable quantities of sand as to stop its mouth near Catwyck, and occasioned a general inundation of all the countries watered by it. It destroyed forests and

houses, and altered its original course,
as has been before stated.

The whole length of its actual course,
from its spring to the sands of Utrecht,
is about 700 miles, of which about 400
are navigable, from the sea up to the
cities of Mannheim, Spire, and Worms;
Dutch vessels from the sea passing Co-
logne, Bonn, &c. mount to Andernach,
in the electorate of Cologne. There is
a further navigation up to Bâle, in
Switzerland, which is difficult by the
constant whirlpools occasioned by the
numerous islands.

At the fort of Laufen, in the canton
of Zurich, is a famous cataract, the fall
of which is about 50 feet, between the
points of the blue rocks, and forms a
beautiful cascade—the noise of which
may be heard at the distance of 10
miles—it shuts the navigation, which

is

is only carried on from the city of Kayserstuhl to Basle.

The further navigation of this river is from the city of Dieffenhoven, to the city of Constance; which is situate on the lower part of the lake of Constance. This lake is about 45 miles long and 12 miles broad, and is furrounded with rich towns, boroughs, and cities, and promotes a considerable commerce. The upper part of this river is again navigable from the city of Feldkirch, in the province of Tyrol, on its right bank, and from the city of Sargans, in the canton of Zurich, to the lake of Constance.

It is remarkable, that the course of this river is 45 miles, nearly through the middle of the said lake, which every traveller may ascertain, and will find a different

different colour of the water, and see its rapid course.

Notwithstanding this river belongs to Germany, it borders on the Alsace, for which reason the French convention has given its name to two departments.

The one is the department of the Upper-Rhine, which is divided into three districts: Colmar, Altkirch, and Belfort. The other is named the department of the Lower-Rhine, and is divided into four districts: Strasburgh, Hagenau, Weissenburgh, and Benfeld.

RHIN, a small river in the county of Forez, which unites with the river Loire, near the city of Roane.

* **RHONE**, this is one of the most principal rivers in France; its course is exceedingly rapid; its spring is in the Alps, from a mountain named la-Fourche, in the eastern extremity of the province of Vallois,

the Vallois, which is a neighbouring re-
 public, and allied with Switzerland;
 it passes through the lake of Geneva,
 and is lost under a rock, about 12 miles
 from the city of Geneva, but appears
 again near the bridge of the borough of
 Gexin, under which it passes, and takes
 its course through the provinces of
 Valentinois, Viennois, Lyonnais, the
 comtat of Venaissin, and a part of the
 province of Provence, where it forms the
 island de Camargue, which is divided
 by canals into several islands; it dis-
 charges itself through the gulph of
 Lyons into the Mediterranean sea, 27
 miles south of the city of Arles; its
 course is passing the city of Lyons, from
 the South to the North, and it is
 joined by several considerable rivers, the
 Saone, Here, Drome, Ardesche, Eyques,
 Ceze, Gardon, Nesque, and Durance;
 from its spring to the city of Lyons it is
 joined by the rivers Ain, Arve, and
 Guieres,

Guieres. It is navigable from the city
of Pantarlon, in the dutchy of Savoy,
which is 18 miles from Geneva.

By a treaty in the year 1601, its
course, and both branches between Sa-
voy and the province of Bresse, were
given up to France, but by another
treaty in the year 1760, it was agreed,
that the middle of the river should serve
as a separation between the two count-
ries.

On the right of this river, from the
city of Beaucair, in the lower Langue-
doc, is a subterraneous passage, which
reaches to the city of Tarascon, in
Provence, to its left, which is 9 miles
long, and constructed in such a man-
ner, as to have a safe passage, as it is
the most rapid river in France, its
course over this passage makes a con-
siderable sound. This work is admired

as

as one of the best remnants of Roman antiquity. At the city of Pont-Saint-Esprit, in Languedoc, is a famous bridge over this river, which consists of 26 arches, and is a much-admired construction, not only for its strength and solidity, but also for its height.

Two departments have received their names from this river; the one is the department *des bouches du Rhone*, which is divided into six districts: Aix, Arles, Marseille, Toulon, Apt, and Salon.

The other is named, the department of the Rhone and Loire, and contains six districts: Lyons, la-Campagne, de-Lyons, Saint-Etienne, Montbrison, Rouanne, and Villefranche.

* *RILLE*, a river in the province of Normandy, of which the spring is at the village of Saint-Wandrille; it unites with the river Seine, at the borough of la-Roque

Roque, 6 miles from the city of Quillebeuf. It is navigable 10 miles up from its mouth.

RINARDEL, a small river in the province of Beauce; it waters the large borough of Yèvre-le-Châtel.

RISE, a rapid river in the county of Foix, which passes the city of Mas-d'Aul, after which it traverses a large rock.

* **RONELLE**, a river in the province of Hainault, which joins the river Scheldt, at the city of Valenciennes,

ROTBACH, a river in the province of Alsace, which waters the city of Rufach.

Rue, a small river, the spring of which is at Mont-d'Or; it unites with the river Dordogne.

SALAT,

SALAT, a river in the province of Languedoc; it originates in the Pyrenean mountains; having passed the borough of Saint-Geronne, it joins the river Garonne, at the borough of Cazeres.

* **SAMBRE**, a considerable river in France and the Netherlands, which spring is at the village of Novion, in the province of Piccardy; it joins the river Maese, at the city of Namur, in Austrian Flanders. It is rendered navigable from the city of Landreocies, by the assistance of sluices.

* **SAONE**; the spring of this considerable river is in the mountains of Vosges, near Darney; it passes the provinces of the Franche-Compté, the dutchy of Burgundy, and the country of Beaujolois, and unites with the Rhone, at the city of Lyons. Its navigation commences at the city of Auxonne.

This river gives its name to two departments : of which one is the department of the Upper-Saone, which contains six districts : Vesoul, Gray, Lure, Luxeuil, Jussey, and Champlitte. The other is, the department of the Saone and Loire, and contains seven districts : Macon, Chalons, Louhans, Autun, Bourbon-Lancy, Charolles, and Semur-en-Brionnois.

* **SARE**, a river in the dutchy of Lorraine, which originates in German Lorraine, at the principality and city of Salon ; it was joined by the small river Albe, at the city of Saralbe, where its navigation commences, and it joins the river Moselle, about 3 miles from the city of Treves.

* **SARTE** ; the spring of this river is at the village of Somme-Sarte, 6 miles from the city of Mortagne ; it unites with the river Majenne, opposite the island of Saint-Aubin, 6 miles from the city of Mans, from whence it is navigable.

The department of the Sarthe receives its name from this river: it is divided into nine districts: le-Mans, Saint-Calais, Chateau-de-Loir, la-Fleche, Sablee, Sillé-le-Guillaume, Frenay-le-Vicomte, Memers, and la-Ferte-Barnard.

SAUDRE, a river which originates in the dutchy of Berry, and joins the river Cher, near the city of Romorantin,

SAVE, a small river which waters the city of Lombez, in the province of Gascony, and unites with the river Garonne, near the borough of Grenade.

* **SCARPE**, a river in the Netherlands, the spring of which is near the city of Aubigny, in the county of Artois, and joins the river Scheldt, at the borough Mortagne, in French Flanders; its navigation commences at the city of Arras.

SCREE, a river in the province of Normandy, which unites with the river Orne, near the city of Vitry.

SCHELDT. Vid. Escaut.

* **SEAGNE**, a small river which passes the city of Cannes, in the province of Provence, where its navigation commences; it discharges into the Mediterranean sea.

SEE, a river in the lower part of the province of Normandy. which falls into the sea near a mountain on which the city of Avranches is situate.

* **SEILLE**, a river which originates in the lake of Lindre, in the dutchy of Lorraine, near the city of Moyenvic, which it waters, and the city Vic, in the country of Meffin; it joins the river Moselle, at the city of Metz.

* **SEINE**,

* **SEINE**, is another of the most principal rivers in France; it originates in the dutchy of Burgundy, near the village of Chanceaux, about 18 miles from the city of Dijon; it waters a considerable part of France; passes by the city of Paris, and falls into the British Channel, by a large opening at the city of Havre-de-Grace.

Three departments have obtained their names from this river.

The department of the Seine and the Oise, which is divided into nine districts: Versailles, Saint-Germain, Mantes, Pontoise, Bourdan, Montfort, Etampes, Corbeil, and Gonesse.

The department of the Seine *inferieure*, is divided into seven districts: Rouen, Caudebec, Montivilliers, Cany, Dieppe, Neuf-Chatel, and Gournay.

The department of the Seine and the Marne is divided into five districts: Melun, Meaux, Provins, Nemours, and Rosoy.

SELLE,

SERRE, a river in the province of Quercy, which waters the boroughs of Maurs and Figeac, and unites with the river Lot, about 18 miles from

SEMOY; this river originates in the dutchy of Luxemburgh, near the city of Arlons; it unites with the river Maese, 6 miles from the city of Charleville.

SENNE; its spring is between the city of Soignies, and the forest of the same name, in the province of Hainault, it forms two cataracts, at the borough of Halle; having watered the city of Bruffels, it passes about 4 miles from that city, under the canal which goes to the Scheldt, and joins the river Dyle, near the city of Malines.

SERIN; it originates near the city of Saulieu, in the province of Burgundy, and joins the river Yonne, near the city of Joigny, in the province of Champaign.

SERRE,

SERRE, a river in the upper part of the province of Piccardy, which waters the city of Vervins.

SEUDRE, a river in the province of Saintonge, which falls into the ocean, having watered the borough of la-Tremblade.

SEUGRE, is a small river, the spring of which is near Montaufeir, an estate which has the title of a dutchy, and the right of a peerage ; it joins the river Charente, at the city of Saintes, in the province of Saintonge.

SEVIGNE, a river in the province of Saintonge, which passes a hill on which the city of Pont is situate.

***SEVRE**; there are two rivers of this name, one is the Sevre-Niortoise; the spring of which is at Seure, in the province of

Poitou,

Poitou, 9 miles from the city of Saint-Maixant. Its navigation commences at the city of Niort; it falls into the sea, opposite the island of Ree; the other is the **Sevre-Nantoise**, and originates likewise in the province of Poitou, it unites with the river **Loire**, at the city of **Nantz**.

The department of the two **Sevres** has obtained its name from these rivers; it is divided into six districts: **Niort**, **Saint-Maixant**, **Parthenay**, **Thouars**, **Melles**, and **Chatillon**.

SIENNE, a small river in the province of **Brittany**, which passes the boroughs of **Ville-Dieu** and **Gavray**, and discharges into the **British Channel**, opposite the island of **Jersey**.

SIGNEUIL, a river in the dutchy of **Lorraine**, which unites with the river **Yron**, after it has been joined by the river **Longeau**.

SIOULE,

SIOULE; the spring of this river is near the city of Ebreuil, in the province of Auvergne; it joins the river Allier, near Echerolles.

SOLANE, a small river in the province of Limoufin, which unites with the river Courreze, under the walls of the city of Tulle.

* **SOMME**, a river in the province of Picardy, the spring of which is at the village of Vervaques, in the country of Vermandois; it traverses the cities of Saint-Quentin, Peronne, and Amiens, and passes by the city of Abbeville, and discharges into the British Channel, between the port and city of Saint-Vallery, and the borough of le-Crotoi.

The department of the Somme has obtained its name from this river; it contains five districts:

districts: Amiens, Abbeville, Peronne, Dou-
lens, and Mont-Didier.

SORANNE-SOUDE, a river in the province
of Burgundy, which joins the river
Marne, at the city of Aulnay.

SORGUES, a river in the province of Pro-
vence, the spring of which is at the
borough of Mevillons; it passes Vaïson,
a city belonging to the Pope, in the
comtat of Venaissin, and unites with the
river Nasques, about 4 miles before
that river joins the river Rhone.

* **SORMONNE**, a river in the province of
Champaign, which receives the river
Auvry, and unites with the river Maese,
at the city of Charleville.

SOULE, a small river in the province of Brit-
tany; it waters the city of Coutances,
and discharges into the British Channel,
opposite

opposite the island of Jersey. Its navigation commences at Coutances.

SOUR; the spring of this river is in the forest of Ardennes; it waters a part of the dutchy of Luxemburgh, and joins the river Moselle, 6 miles from the city of Treves.

* SOURGUE, a river in the comtat of Venaissin; its spring is from the fountain of Vacluse*, at the foot of a very high rock. Its navigation commences about 500 feet from its spring. It divides into two branches, one of which unites with the river Rhone, at the city of Avignon; the other branch, after having received the rivers Nasques and Ouveze, waters the city of Sourgue, where there

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is

* Vacluse is one of the finest springs in Europe, near the city of l'Isle, about 9 miles from Avignon; and famous through the love of Petrarque and the beautiful Laura.

is a bridge over the mouth of these three united rivers; it joins likewise the river Rhone.

SUIPPE, a river in the province of Champagne, which waters the city of Suippe.

SURA, a river in the country of Forez; its spring is near the borough of Saint-Julien; it passes the city of Pont d'Ain, and unites with the river Ain.

TARDOUERE, a river in the province of Angoumois, which unites with the city of Vauguyon, and the borough of Rochefoucault.

* **TARN**, a river, which originates from a mountain near Villefort; it passes the cities of Milhaud and Villefranque, in the province of Languedoc; it traverses the city of Montauban, and about 5 miles

miles from hence joins the river Garonne. It is navigable from the city of Gaillac, in the Upper Languedoc.

The department of the Tarn has received its name from this river; it is divided into five districts: Castres, Albi, Lavaur, Gaillac, and la Caune.

TECHA, a river in the province of Roussillon, the spring of which is in the Pyrenean mountains, the North of Pra-de-Moulou; it discharges into the Mediterranean sea, at the foot of a hill on which the city of Elne is situated.

TER, is likewise in Roussillon, and originates in the Pyrenean mountains; it waters the city of Villefranche.

TERDINE, a river in the province of Languedoc, which waters the city of Tarare, situated at the foot of the mountain of Tarare.

TERNOIS,

TERNOIS, arises in the county of Artois, near the city of Saint-Pol; it joins the river Canche, at the city of Hedin.

TERRAIN, or THERIN; this river originates in the province of the Isle-de-France; it passes the borough of Gerberoi, the city of Beauvais, and of Merlou, a city and barony in the province of Piccardy, after which it joins the river Oise.

TET, a river in the province of Roussillon, which originates in the Pyrenean mountains, near Mont-Lewis, which it passes, and the boroughs of Villefranche, Vinca, Ille, Millas, and the city of Perpignan; it falls into the Mediterranean sea, at the borough of Canet.

THORE, a small river in the upper part of the province of Languedoc, which originates in the Pyrenean mountains, and

unites

unites with the river Agout, near the city of Castries.

THOUAY, a river in the province of Poitou, which is joined by the river Dive.

THUR, a river in the province of the Upper-Alsace, which originates in the mountains of Vosges, and waters the city of Thann.

TOLDER, arises from the mountains of Vosges, near the spring of the river Moselle ; it unites with the river Ille, near the city of Mulhausen.

TON, a river in the province of Piccardy ; it passes the city of Aubenton, and joins the river Oise, opposite the city of Etry.

TOUE, a river in the province of Poitou, the spring of which is at the village of Avivau ;

Avivau; it passes the city of Thouars, the borough of Bellay, the city of Montreuil, and unites with the river Loire, at the city of Saumur.

* **Touque**, a river in the province of Normandy; it spring is near the borough of le-Sap; it is joined by the river Orbec, at the city of Lisieux, where it commences to be navigable to the city of Pont-Eveque; it falls 3 miles from hence into the British Channel.

Tour-du-Pin, a small river in the province of Dauphiné, which waters the city of that name.

Touvre, a river in the province of Angoumois, which is navigable from its spring to the city of Angoulême, where it unites with the river Charente.

TRIE,

TRIE, a river in the province of Piccardy;
it unites with the river Somme, at the
city of Abbeville.

TRIEU, a river in the province of Brittany,
which waters the boroughs of Guin-
gamp and Pontrieu, and discharges
into the ocean, opposite the island of
Brehat.

TROUILLE; its spring is near the borough
of Berfily, it joins with the river
Haine, at the city of Mons, in the
province of Hainault.

TRUYERE, arises from the Pyrenean moun-
tains; it is a river in the country of
Gevaudan, which unites with the river
Lot.

TUDE; it originates in the country of An-
goumois, near the town of la-Valette; it
passes the boroughs of Montmorán and

CHALAI

Q

Chalais,

Chalais, and joins the river Drome, opposite the borough of Parcoude.

VAR; this river separates France from the province of Nice, which belongs to the King of Sardinia; its spring is in the Alps, at Mont-Cemelione, near the city of Entrames, which it passes, and the cities of Guillaumes and Glandeves; it discharges into the Mediterranean sea, between the cities of Saint-Paul and Nice, about 2 miles from Nice.

The department of the Var has received its name from this river; it is the first department of France; and is divided into nine districts: Toulon, Grasse, Hieres, Draguignan, Brignolles, Saint-Maximin, Fregus, Saint-Paul-le-Vence, and Barjols.

VAUS, a river in the province of Champagne, which unites with the river Aisne, near the city of Rethel.

VAUX,

VAUX, a river in the province of Perigord;
it passes near the city of Monrevel, and
at Pont-de-Vaux; it joins the river Seine.

The department of the Vendée has obtained

UBAYE. Vid. Hubaye.

VEAUNNE, a river in the province of Pro-
vence, which waters the city of Roque-
Vaire.

VEGRE, a river in the province of the Isle-
de-France; it passes the city of Houdan,
and unites with the river Eure, at the
city of Anet.

VENE, a river in the province of Cham-
paign, which joins the river Maese,
near the city of Mezieres.

VENDEE, a small river which joins the river
Serre-Nitaise, near the city of Maille-
bois, after it has passed the city of

Fontenay-le-Comte, in the province of
Poitou.
at Pont de Vaux; it joins the river Seine,

The department of the Vendee has obtained
its name from this river; it is divided into six
districts: Fontenai-le-Comte, la-Chateigneraie.
Montaigu, Challans, les-Sables-d'Olonnes, and
la Roche-sur-Yon.

* **VENDIE**, a river in the country of Aunis,
which unites with the river Seine, 6
miles from the city of Marans. It is
navigable from the city of Saint-Jean-
d'Angely.

VERDON, a small river in the province of
Provence, the spring of which is in the
Alps; it unites with the river Durance.

VESLE, a river in the province of Cham-
paign, which passes the city of Rheims,
and joins the river Aisne, 12 miles from
the city of Soissons. Another river of
the same name waters the cities of
Lans

Lans and Bourg, in the province of
Bresse, and unites with the river **Saone**,
 at **Pont-de-Velle**.

VEZ, a river in the province of Normandy,
 which forms with the river **Hougue**, the
 islands of **Saint-Marcou**, these islands
 are named **Amont** and **Aval**, but are
 both uninhabited.

* **VEZERE**; its spring is in the province of
Auvergne; it joins the river **Dordogne**,
 at the city of **Limiel**. It is navigable
 from the city of **Terrasson**.

VIAUR; the spring of this river is four
 miles from the city of **Severac-le-**
Chatel, in the province of **Rovergue**; it
 unites with the river **Aveiron**.

Vie, a river in the province of Normandy,
 which joins the river **Dive**.

VIDE,

VIDEY, a river in the province of Poitou, which waters the city of Richelieu

at Pont-de-Velle.

VIDOURLE, a river in the lower part of the province of Languedoc, which waters the cities of Sommieres and Lunel, and enters into the pond of Theau, near Aigues-Mortes.

* **VIENNE**; the spring of this river is in the lower part of the province of Limosin; it waters the provinces of la-Marche and Poitou, and unites with the river Loire, at the city of Cande, in the province of Touraine. it is navigable from the city of Chatelleraut.

This river gives its name to two departments, of which one is

The department of the Vienne, which is divided into six districts: Poitiers, Chatelleraut, Loudun, Montmorillon, Lusignan, and Civray.

VIDEY

The

The other is named, the department of the Upper-Vienne, and is divided into six districts: Limoges, le-Dorat, Bellac, Saint-Tunien, Saint-Yriez, and Saint-Leonard.

VIGEANE, a small river in the province of Burgundy, which waters the borough of Talmay, &c.

VILAINE; the spring of this river is on the frontiers of the province of Brittany, near the city of Ernée, in the province of Maine; it falls into the sea, opposite the island of May, 18 miles from the city of Vannes.

VINCEN; this river originates 5 miles from the borough of Belac, which it passes; it joins the river Creuse, opposite Roche-Pofac.

* **VIRE**, a river in the lower part of the province of Normandy, which discharges into the British Channel, 5 miles from the

the city of Carantan. It is navigable from the city of Saint-Lo.

VORSE, a river which originates on the borders of the province of Piccardy; it passes a part of the province of the Ile-de-France, and unites with the river Seine.

YERES; the spring of this river is near the borough of Rosoi, in the province of the Ile-de-France; it unites with the river Seine, 5 miles from Paris.

YERRE, a river in the province of Brie, which waters the city of Rosoy, &c.

YEVEs, a river in the province of Normandy, which discharges into the British Channel, near the borough of Criel.

* **YONNE**; the spring of this river is in the mountains of Morvant; it joins the river

river Seine, at Montreau, and is navigable from the city of Clamecy, in the province of Nivernois.

This river gives its name to the department of the Yonne, which is divided into seven districts: Auxerre, Sens, Joigny, Saint-Fargeau, Avalon, Tonnerre, and Saint-Florentin.

YRON, a river in the dutchy of Lorraine, which unites with the river Orne, at the borough of Courtan.

YVETTE. Vid. Jvette.

ZORN, a river in the province of Alsace, which unites with the river Motter. It is navigable from the borough of Brompt.

The Author observes, that those rivers which are marked with a star, merit

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the

the particular attention of the reader, as they are the great objects which the French have in view, and which is hereafter developed in this work.

Yron, a river in the duchy of Lorraine, which unites with the river Orne at the borough of Courtenay. It is a small river, and is called Yron, from the iron which it carries.

Yron, a river in the province of Alsace, which unites with the river Moselle. It is a small river, and is called Yron, from the iron which it carries.

DESCRIPTION

The Yron is a small river, and is called Yron, from the iron which it carries.

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DESCRIPTION
OF THE
SEVERAL CANALS
ESTABLISHED IN
OF THE
SEVERAL CANALS

ALREADY ESTABLISHED
OBSERVATIONS ON SUCH AS ARE DECIDED
IN

FRANCE:

WITH
OBSERVATIONS ON THOSE DECREED,

AND
THE ROYAL CANAL,
OTHERS IN CONTEMPLATION

Traveller the meridional part of the
of Languedoc, and has opened a
communication and inland navigation from
the Mediterranean Sea, to the Atlantic Sea.

DESCRIPTION

OF THE

SEVERAL CANALS

ALREADY ESTABLISHED

IN

FRANCE

WITH

OBSERVATIONS ON THOSE DECREED

OTHERS IN CONTEMPLATION

This canal commences at the port of
DESCRIPTION
 city of Caen, and communicates with the
 cities of Agde, Beziers, Capetian, Car-
 casson, and
SEVERAL CANALS

Villefranche; it unites at the city of Tou-
 louse with the river Garonne, and commu-
 nicates on the river Gi-
ESTABLISHED IN
FRANCE

touge, with the borough of Grenade, the
 cities of Verdun, Castel-Sarasin, and Mon-
 AND

OBSERVATIONS ON SUCH AS ARE DECREED

Agde, the borough of Port-Saint-Martin, and
 Eguillon, the borough of Port-Saint-Martin, and
OTHERS IN CONTEMPLATION.

of le Mas-d'Azergues, the cities of Marnand
 and la-Roche, the borough of Lagnon, the
 cities of Cadillac and Rions, the borough
 of Calves, the cities of Bordeaux, Bour-
 and Blaye, the cities of Cognac, and
THE ROYAL CANAL;

OR, CANAL OF LANGUEDOC

Traverses the meridional part of the pro-
 vince of Languedoc, and has opened a
 communication and inland navigation from
 the Mediterranean sea, to the Atlantic sea.

This

This canal commences at the port and city of Cette, and communicates with the cities of Agde, Beziers, Capetan, Carcassone, Fanjaux, Castelnau-d'Arcy, and Villefranche ; it unites at the city of Toulouse, with the river Garonne, and communicates on the said river and the river Gironde, with the borough of Grenade, the cities of Verdun, Castel-Saraffin, and Moissac, the borough of Valence, the city of Agen, the boroughs of Port-Saint-Marie and Eguillon, the city of Tonniens, the borough of le-Mas-d'Agenois, the cities of Marmande and la-Reole, the borough of Langon, the cities of Cadillac and Rions, the borough of Castres, the cities of Bordeaux, Bourg, and Blaye, the borough of Castelnau-de-Medoc, the cities of Castillon, Mortagne, and Talmont, the borough of Soulac, and the city of Royan, where it falls into the Atlantic sea.

The

The length of this canal is 135 miles, and is about 32 feet wide; it is a surprising and much-admired work. The river Fresquet traverses the canal at Carcassone; and its principal structure is an aqueduct, at a place named Malpas, where a high rock of a very hard stone is pierced, to make an opening for the passage of the water.

The most elevated place between the Mediterranean sea and the river Garonne, is at the village of Nerouse, near Castelnaud-Arcy; where a large pond or basin is formed, which is about 1300 feet long, and 1000 feet wide, which receives the water from a reservoir, constructed near the city of Revel, of about 8000 feet long, 3200 feet wide, and 21 feet and a half deep; it is conducted from this reservoir to the basin, and from thence to the canal.

The plan of this canal was conceived in the reign of Charles Magnus, and was again taken
into

into consideration in the reigns of Francis the First, and Henry the Fourth, and further in the ministry of Cardinal Richelieu; but the glory of accomplishing a work so useful and beneficial to the country was left for Lewis the Fourteenth.

Mr. Riquet, an eminent architect, a native of the country and province, commenced the enterprize, in the year 1664, and entirely and honourable finished it in the year 1691.

The principal design for establishing this canal was to obtain a speedy, private, and secure passage for the French fleet, or a part thereof, from the Mediterranean sea to the ocean, without any danger of being taken by the enemies of France, in the time of war; but although it has been carried on at an immense expence, it has not answered that purpose; but has since been very beneficial for the revenues of the kingdom, and has brought great riches into that part of France,
and

and principally into the 26 cities and 9 boroughs which are situated on the borders of the canal and the river Garonne, as it has rendered the interior navigation inexpressibly commodious for the benefit of commerce.

THE CANAL OF NARBONNE,

Commences 3 miles from the city of Narbonne, in the lower part of the province of Languedoc, and opens a communication from the river Aude, to the royal canal, passing Narbonne, and another inland navigation to the Mediterranean sea.

THE CANAL OF BRIARE

Opens a communication and navigation between the river Loire and Seine, from the

bay of Biscay, or gulph of Gascony, to the British Channel. The places which receive the most advantage by it, are on the river Loire, viz. the cities of Painbouef, Nantz, Ancenis, and Saint-Florentor-Bonneval, the borough of Rochefort, the city of Pont-de-Ce, the borough of Brissat, the cities of Saumur, Langets, Luines, Tours, Amboise, and Blois, the boroughs of Saint-Die, Merce, and Beaugency, the cities of Clery, Mehun, Orleans, Gergeau, Chaunaig, Sully, Gien, and Briar, where the canal commences, and passes the cities of Chatillon, Montargis, Chateau, Landon, Nemours, and Moret, and unites near the borough of Fontainebleu, with the river Seine.

On its borders are situated the cities of Melun, Corbeil, and Paris, the borough of Saint-Cloud, the cities of Saint-Germain, Poissy, and Meulan, the boroughs of Mantes and Rochequion, the cities of Vernon, Andely, and Pont-de-l'Arche, the boroughs of
Elbeuf,

Elbeuf, and la-Beuille, the city of Rouen, the borough of Jumièges, the cities of Caudebec and Quillebeuf, the borough of Lillebonne, the cities of Harfleur, Honfleur, and Havre-de-Grace, where it enters the British Channel.

This canal was finished in the year 1601; its length is 54 miles, sustained by 30 sluices.

Commences near the borough of le-Chatelier, from a branch of the river Scheldt, which is made navigable, and a subterranean

THE CANAL OF CRAPONNE

THE CANAL OF MONTARGIS

Was constructed in the year 1720, at a time when the river Loire diminished, and became unnavigable from the city of Montargis to the river Seine, and is a continuation of the before-described canal of Briare.

THE CANAL OF ORLEANS

Has the same communication with the rivers Seine and Loire, and is about 30 miles, and finished in the year 1692, for a more prompt communication, as it goes directly from the city of Orleans, to the city of Montargis, where its junction is formed with the canal of Briare.

THE CANAL OF CRAPONNE

Is in the province of Provence; its length is about 20 miles, and goes from the river Durance into the river Rhone. Another branch passes Alquierres, and about 3 miles from this borough joins the river Durance.

This canal is not navigable, but is wisely established in a part of the country where there

there is no other river, except the small river Crau, to water the stony country named Crau, the cities of Arles and Salon, and several boroughs and villages by which it passes; it also serves to turn mills and to float timber for Marseilles and Toulon.

THE CANAL OF PICCARDY.

Commences near the borough of le-Chatelet, from a branch of the river Scheldt, which is made navigable, and is subterraneous to the city of Saint-Quentin, about 7000 fathoms, or 42000 feet, is about 8 miles; from which city there is another canal, which goes through the river Somme, near the village of Happencourt, and continues further on to the river Oise, near the village of Condren, between the city of la-Fere, and the borough of Channy, in the province of Piccardy.

The

The river Oise joins the river Seine, and by means of this canal, when finished, a water carriage will be opened from the cities of Havre-de-Grace, Paris, &c. through a considerable part of France and the Netherlands, to Holland and the North sea, without passing the British Channel.

The Convention of France, in the year 1792, decreed, that this canal should be finished, and the work was immediately recommenced.

THE CANAL OF BURGUNDY.

The view of constructing this canal was to join the Mediterranean sea with the bay of Biscay, to join the rivers Saone and Loire across the Charolis, from the city of Semur, to the city of Macon. It was projected even

before

before the days of Francis the First ; but has remained unexecuted, although approved of by that prince. It was begun under Henry the Second, and Henry the Fourth resumed the project ; and an estimation and adjudication of it was made by Lewis the Thirteenth, yet it was at last granted to the estates of the dutchy of Burgundy, by Lewis the Sixteenth, in January 1783, by an edict of 22 articles.

At a place called Long Pendu, a large pond or bason was pointed for the centre of this canal, 6 miles from the city of Mont of Cenis.

This canal will open an immense communication, and is of the greatest consequence to France, as by its means an interior water communication will be opened through the major part of that large country ; for it commences from the Mediterranean sea through the river Rhone, from this river

to the river Saone, up to the city of Bourbon-Lancy, and continues to the city of Briare, on the right, to the canal of Briare, into the river Seine, and through this river into the British Channel; and on the left, through the river Loire, at the city of Painboeuf, into the gulph of Biscay, or the ocean. But it is not the cities and boroughs which are situated on its borders alone, that will reap advantages by it, but a great many more that are situated on the borders of the several rivers which are navigable, and join the rivers Rhone, Saone, and Loire, and others which may be made navigable at a small expence.

The places situated on the borders of the rivers Seine and Loire, to the canal and city of Briare, are explained in the canal of Briare; and the others which are situated on the borders of the river Loire, are in the following order, commencing at the city of Briare:—the city of Chatillon, the boroughs

Beaulieu,

Beaulieu, Neuvy, Leray, the city of Combe, the boroughs of Poilly and Meves, the cities of la-Charité and Nevers, the borough of Decise, and the city of Bourbon-Lancy. The canal of Burgundy commences here, and is assisted by the rivers Arroux, Bourbine, and Dehue, the cities of Paray-le-Moncal, and Montcenis, are greatly benefited by its course. Nature has formed a basin and reservoir, to provide water for this canal, in a large Pond, named Long-Pendu. It joins the river Saone, at the city of Chalons; the other places on this river which profit immediately by this water communication are, Saint-Laurent-les-Chalons, a suburb of the city of Chalons, and the cities of Tournus, Macon, Belleville, Villefranche, Anse, and Trevoux.

The river Saone joins the river Rhone, and the places on its borders are as follows:

The cities of Lyons, Vienne, and Condrieu,

T

the

the borough of Auberive, the cities of Saint-Lambert-le-joug and Saint-Vallier, the boroughs of Thin and Thournon, the city of Valence, the boroughs of la-Voute and Auriol, the cities of Montelimar and Veviers, the boroughs of Donzerre, Pierlatte, and Andiol, the cities of Pont-Saint-Esprit, Bagnols, Orange, Roquemaure, Avignon, Aramont, Beaucaire, Tarascon, and Arles, from which it joins the Mediterranean sea, after a course of 20 miles.

Another branch of this river, which is called the Little Rhone, falls likewise into the Mediterranean sea, by two arms: the one at the borough of the three Maries, in the island of Camargue, and the other, having passed the borough of Peccais, near the city of Aigues-Mortes.

The river Saone joins the river Rhone at the places on its borders are as follows: **THE**

The cities of Lyons, Vienna, and Combray.

THE CANAL OF LORRAINE

Is not much extended; it goes from the river Moselle into the river Meurte, from Toul to Nancy, and serves only for a water communication between those cities, and is about 14 miles long.

THE CANAL OF CALAIS.

The principal part of this canal goes from the city of Calais, to the cities of Saint-Omer and Air, where it unites with the Lys, which river joins the river Scheldt, at the city of Ghent. Another branch goes from Calais, to the city of Gravelines; a third goes 6 miles to the south, to the city of Guines.

THE

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THE CANAL OF DUNKIRK.

The navigation on this canal goes to the city of Bergues-Saint-Vinox, and by two different branches from the said city, to the city of Nieuport, the borough of Oudenburgh, the cities of Ostend, Bruges and Ghent; and from thence further on to the village of Lockeren, where it joins an arm of the river Scheldt, to the city of Antwerp; and from thence to a great part of Holland, and by two different branches into the North sea. Another branch from this canal goes from Nieuport, to the city of Dixmude, and from thence to the city of Ypres.

Two other canals in the Netherlands communicate with the river Scheldt; one goes from the city of Brussels, to the borough of Capelle, and, opposite the village of Boom, joins the river Nette, which unites with the river Scheldt, by which means

Brussels

Brussels has a water communication with Holland. The other goes from the city of Louvain into a navigable part of the river Senne, which, after a course of half a mile, joins the river Dyle, and after running about one mile, unites with the river Neffe, which joins the river Scheldt.

Another canal goes from the city of Ghent, divided into two branches, to Dutch Flanders.

That part of France by which these canals pass, reap considerable advantage by this interior navigation.

THE CANAL OF MORBIHAN

Was made to open a communication with the city of Vannes, &c. in the lower part of the province of Brittany, and the ocean by which that city, which is only 4 miles from the sea, carries on a considerable commerce.

THE CANAL OF CAMARGUE.

The islands of Camargue, which are well cultivated, and situated in the Mediterranean sea, on the mouth of the river Rhone, are separated and rendered useful by several canals.

THE CANAL OF LISLE.

This canal is principally formed by the river Deule, and commences at the city of Douay, passes the cities of Lens and La-Bassée, and goes on to the city of Lisle, and from this city to the river Lis, which joins the river Scheldt, at the city of Ghent. Another branch of the same canal commences 2 miles from Douay, and goes into the river Scarpe, which unites likewise with the river Scheldt.

These

These are the canals in France, which are actually navigated, except the canal of Burgundy; which was ordered to be finished by a decree of the convention in the year 1792, and the work was at that time immediately recommenced. Many other projects have been formed to join navigable rivers, so as to make a general water communication throughout France.

One of these at that time the most attended to, was projected by Mr. de Louvois. The design was to join the river Aisne with the river Maese by a canal of 6 miles, to commence at the village of Semui, up to the river Bar. The river Aisne joins the river Oise, which unites with the river Seine.

The execution of this project would afford another communication with that part of Holland which is watered by the Maese; it would likewise be very advantageous and convenient for France, for the transport of ammunition

ammunition to those cities and fortifications situated on the Maese, being a village actually navigated by the canal of Cambray, which was ordered to be finished.

The Marshal de Vauban offered another project, for the establishment of a canal to join the rivers Maese and Moselle, which has been received with attention, and will be found exceedingly advantageous and useful to France, especially as it can be executed at a small expence, by the assistance of two rivulets, one of which joins the river Moselle, at the city of Toul, in the dutchy of Lorraine, and the other unites with the river Maese, near the village of Pagny.

The execution of this plan will open an immense interior water communication; for the river Moselle joins the river Rhine, and many considerable navigable rivers in Germany unite with the river Rhine, and through that with the Dutch rivers, as will be afterwards fully explained. Such an enterprise when executed, will enable France,

by interior water-transport, to carry on their commerce in the interior of Germany and Holland, and to dispose largely of those productions which cannot afford to pay for land carriage.

Another canal has been projected, principally for the convenience of Paris, to commence from the port and city of Dieppe in the province of Normandy, on the British Channel, and to go to the city of Paris, the metropolis of France, and from thence further through the river Seine into its interior part. The execution of this plan will be attended with considerable advantages, notwithstanding a natural communication from the British Channel to Paris, &c. has always existed. For the navigation from the city of Havre-de-Grace to the Seine, is attended with several difficulties—as that river, at its lower part, is very large, close to the sea, therefore boisterous and dangerous; and from the many windings of the river Seine, makes

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the water-carriage, against a rapid stream, very tedious, and much more expensive than by means of a canal from Dieppe.

These circumstances, in the year 1792, were maturely considered by the Convention, when it was decreed, that this canal should be immediately established, by the assistance of the river Arques, which passes from Dieppe, to the cities of Arques and Neuchatel, and from Neuchatel, by a canal of about 7 miles, to the river Epte, which passes the cities of Gournay and Gisors, and joins the river Seine, nearly opposite to the city of Vernon.

The execution of this decree commenced in the same year.

It is an undoubted certainty, that several other plans have been formed for the establishment of canals, which would, in fact, complete all that could be executed for the universal

universal opulence of the interior of France. The junction of the river Seine and Rhone with the river Rhine, by the river Doubs, the confluence of which is in the river Seine. The river Saone is united with the river Loire; and the execution of this plan would be of immense advantage, as its extension would open an interior water carriage through the whole of France, *from the Mediterranean sea, the gulph of Biscay, and the British Channel, into the centre of Germany, the united provinces of Holland, and the Netherlands.*

It is well known, that the preference given to the river Doubs over the river Moselle, to effect that junction, would obviate all inconveniences, and open the shortest and most correct correspondence between the different parts of the kingdom, and the foreign circumjacent countries; it would even extend the interior navigation, by a

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junction

junction with the river Danube, to the extremities of Europe; then the canal of Burgundy, to which this last being re-united, would become, as it were, *LA VEINE PULMONAIRE DE LA FRANCE.*

It is with those canals and conjunction as with the blood, when forced with vigour into an infinity of other vessels, it will carry into every part of the body, life and health.

The canal of Burgundy, which has been before described, communicates from the Mediterranean sea, with the bay of Biscay, by the rivers Rhone and Saone, by the canal itself and the river Loire. It unites through the river Loire with the canals of Briare and Orleans, by which means it gets a second communication with the Mediterranean sea; and through the river Seine, and by the new canal of Normandy, begun in the year 1792, two communications with the British Channel

Channel will be effected; and further through the river Seine, Lis and Scheldt, and the numerous canals in the seventeen provinces of the Netherlands and their several navigable rivers, a communication with the North sea, which communication from the rivers Rhone and Saone will be much shortened by the last-mentioned projected canal.

The river Saone is united with the river Doubs, at the city of Verdun, in the dutchy of Burgundy, and it will not be attended with great expence, to make the river Doubs navigable, which must be done from its confluence with the Saonne, to the cities of Saint-Ursanne or Porentru, in the bilhoprick of Basle, a course of 150 miles. A canal must be made from thence to the head of the river Birse, which is a distance of 3 or 4 miles.

The Birse, from its head to its confluence with the river Rhine, at the city of Basle,

is about 25 miles, which is to be made navigable from the city of Brisach, in the province of Brisgau, on the Rhine, to the head of the river Danube*, which is near Sunberg, in the province of Suabia.

A canal of about 30 miles only is wanting to accomplish this grand junction, by which France will obtain, from its interior parts, an interior water communication into the centre of Germany, into Hungary, to the Black sea, and the European Turkey, which are the eastern extremities of Europe.

* The river Danube, from its head to the free and Imperial city of Ulm, is about 84 miles, where it commences to be navigable. The principal cities in Germany on its borders are—Ulm, Donauwert, Ingolstadt, Ratisbon, Straubingen, Ortenburgh, Passau, Ilzstatt, where it is joined by the Inn, a considerable and navigable river, and waters the cities of Linz, Ens, and Vienne, and enters the kingdom of Hungary, near the city of Presburgh.

In order to shew the immense communication which would be opened to France by the possession of the Rhine; here are subjoined all the principal and navigable rivers which unite with that river, and the principal cities and towns situated on the borders.

The river **ILL** joins at Strasburgh with the Rhine, and passes Illkirch and Federheim; it is navigable from Schlestadt.

The **SCHEER**, and the **ZEMS**, both join the Ill.

The Scheer is about 10 miles navigable and the Zems 9 miles.

The **KENTZIG**, at the forth Kehl; passes the cities of Willstadt Offenburgh and Gengenbach, and is about 33 miles navigable.

The

The **RUNCHEN**, about 4 miles from Tifamheim, passes Oppenau, Oberkirchen, and Renchen, and is about 30 miles navigable.

The **ZORN**, joins the Motter about 2 miles from its confluence with the Rhine; it waters the cities of Bettweiler, Willvisheim, and Brumpt, and is about 22 miles navigable.

The **MOTTER**, at Drusenheim; is navigable from the cities of Haguenau and Bilsweiler.

The **MURG**, at Blitterfdorff; is navigable from the cities of Eberstein, Gertsbach, Kuppenheim, and Raftatt.

The **LAUTER**, near the city of Hagenbach; is navigable from the cities of Crown-Weissenburgh, Alftatt, Scheibenhart, and Lauterburgh.

The **ALB**, at the town of Eckstein, is navigable from Muhlberg for small craft.

The **QUEICH**, at the city of Germesheim, is navigable about 15 miles from the cities of Landau and Queichheim.

The **SPIRBACH**, at the city of Spire, is about 30 miles navigable, from the cities Neustatt, Spiredorff, Marientraut, and Duttenhoven.

The **WEESER**, at the town of Altrip, is navigable about 25 miles, from the city of Neustatt before mentioned, where it unites with the Spirbach.

The **NECKAR***, at the city of Manheim, is navigable from the city of Limburgh, about 45 miles.

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The

* Is a principal river in Germany, and joins the Rhine.

The **WACHNITZ**, at the city of Stein.

The **ZIEGELBACH**, at the city of Grensheim.

These rivers are both navigable only for small craft.

The **DARMSTATT**, at the city of Stockstatt, is navigable from Darmstatt and Groß-Gezau.

The **SCHWAREBACH** is navigable for small craft.

The **MAYN** is a principal river in Germany, which unites with the Rhine, opposite to the city of Mentz. Its navigation is considerable from the cities of Schweinfurth, Wurzburg, Carlstat, Arnstein, Rottenfels, Wertheim, Achaffenburgh, Hanau, Sachsenhausen, Francfort, Hoechst, Ruffelheim, and Hochheim,

The **SALTZ**, at the town of Weinheim, is navigable for small craft.

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The **NAHE**, at the city of Bingen, is navigable from the cities of Oberstein, Kirn, Ebernburgh, New-Baunberg, Kreutznach, and Genzingen.

The **LAUTER**, and

The **GLANE**; both of these rivers join the Nahe. The Lauter is navigable from the city of Lautreck, and the Glane from the city of Wolfstein.

The **LAHN**, at the city of Ober-Lahnstein, is navigable from the cities of Marpurgh, Giessen, Wetzlar, Weilberg, Vilmer, Shadeck, Runkel, Limburgh, Dietz, Nassau, and Lahnstein.

The **MOSELLE** is a principal river in Germany, which unites with the Rhine at Coblentz; it is navigable from the cities of Nancy, Pont-a-Mousson, Metz, Thionville, Macheren, St. Greven,

Sierk, Remich, Grevenmacheren, Treves, Pfalz, Neumagen, Veldentz, Berncastle, Trarbach, Zell, Alfse, Beilstein, Kochheim, Leff, Alcken, and Dreckenach.

The **NETTE**, near the city of Andernach, is navigable from Oichlingen, Pleitt, and Meiffenheim.

The **AHR** joins the Rhine, opposite to the city of Lintz, and is navigable from Blankenheim, Honighen, Aldenahr, Saffenburgh, Ahrweiler, Neuenahr, Creindt, and Ahrensborg.

The **WIPPER**, nearly opposite to the city of Cologne, is navigable for 16 miles from the cities Lennep and Sohlingen.

The **LENNE**, at Duisburgh, is navigable from the cities of Iserloh, Hattengen, and Warden.

The

The **EMSER**, near the borough of Styrom, is navigable from the city of Dortmund.

A Canal, from the river Maese, passes the cities of Venlo and Gueldres, and joins the Rhine at Rhinebeck.

The **LIPPE**, at the city of Wesel, commences its navigation at Dorstein.

The **Wahl** is a branch of the Rhine, which unites with the Maese, after having communicated with the cities of Nimegue, Tiel,, and Bommel.

The **ISSEL**, at the city of Ahrenheim passes the cities of Zutphen, Deventer, Hattem, and Zwooll, and unites with the Zuyder-sea, at the town of Campen.

The **Rhine** changes then its name, and receives

receives the name of Leck; which river passes at Kurlenburgh, Vlianden, Nieuport, and Schoenhoven, and joins both branches of the river Maese: The one passes by the cities of Rotterdam, Delfthaven, Schiedam and Vlaardinghen, and joins the North sea at the Brille; the other takes its course to the island of Dordrecht, by the city of Dort, and from thence likewise to the Brille.

France has actually, from the provinces of Alsace and Lorraine, a considerable trade upon the river Rhine, by its union with the rivers Kentzig, Zorn, Motter, and the Moselle. It exports several of its productions to Holland, and from thence to England, &c. a considerable article of which is madder, the growth of Alsace: but the greater extension of that trade, has, till now been prevented, by the numerous

numerous tolls on the Rhine, and by two staple rights.

From the city of Mentz to Holland are no less than 28 different toll-places, and two cities which possess the privilege of the staple right, viz.

MENTZ is the first of those cities which has the staple right; and the toll paid here is a part of the revenue of the Elector of Mentz, computed to produce 60000 guilders annually, or about 6600 pounds sterling.

KLOPP; the toll paid here is, for each vessel the value of one pound weight of pepper, according to the actual price paid for that commodity. The Emperor Charles the Fourth, in the year, 1348, granted the toll to the Prince of Salm, in hereditary right.

BINGEN; the toll received in this city is for the benefit of the chapter of Mentz.

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BACHARACH;

BACHARACH; the revenue which this toll produces belongs to the Elector of the Palatinate.

KAUB; the toll paid here belongs to the same sovereign; and to command the payment of it, the fortification of Pfaltz was established, and built on a rock in the Rhine, which serves at the same time for the bastile of the Palatinate.

ST. GOAR; the toll here is payable to the Landgrave of Hesse-Cassel, and was established by force in the fifteenth century, by Dieterick, Count of Katzenellenbogen; but a short time afterwards confirmed and granted by the Emperor, to recompence the said Count for having erected the fortification of Rheinfels; which resisted the united force of the Rhinish Hans-Towns for 14 months, and obliged them to raise

raise the siege. The same fortification defends the toll now.

BOPFARD; the produce of the toll paid here, is received for the Elector of Treves. The inhabitants of the city of Boppard have a privilege granted from the Empire to them, that their own private property should be exempt from paying this toll.

OBERLAHNSTEIN; the toll which is paid at this city, is for the Elector of Mentz.

COBLENTZ; the toll received here is a revenue of the Elector of Treves. The payment was formerly received at Kalten-engers, but is transferred to this city. The origin of the formidable fortification of Ehrenbreitstein was for the defence of it.

ANDERNACH;

((1172))

ANDERNÄCHT; the toll paid at this city is
for the Elector of Cologne;

LEUTHSDORFF; the toll has been heretofore
paid at Hammerstein, and belongs to
the Elector of Treves.

LINZ; A fort is built here to secure the
toll for the Elector of Cologne.

BONN; the toll received at this city belongs
likewise to the Elector of Cologne.

ZONS; the revenues of the toll paid here
are remitted to the chapter of Cologne;
it has been pawned to the city of Co-
logne, but was redeemed in the year
1561.

DUSSELDORFF; the toll received at this city
belongs to the revenues of the Elector
of the Palatinate.

ANDERNÄCHT

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URDINGEN;

URDINGEN, two tolls at this city are paid for the benefit of the chapter of Co-dogne, of which one is called a licence.

KAYERSWERTH; the toll received at this city belongs to the Elector of the Palatinate.

RUHRORT; all the vessels which pass this place are obliged to pay a toll to the King of Prussia, which he claims as Duke of Moers, and a licence* to the same sovereign as Duke of Cleves.

ORSVY, REES, EMMERICH, and LÖBYT; the tolls paid at these four places are received by the King of Prussia, in his right as Duke of Cleves.

SCHENKENSCHANTZ is the name of the fortification of Schenk, where three different tolls are to be paid. One of them is named the Mary-toll, and should be
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* Licence is a name given to a certain toll.

employed to maintain the fortification ;
 another toll is received for the State of
 Utrecht ; and the third belongs to the
 State General of Holland, for the
 dutchy of Guelders.

NIMEGUEN ; here again three tolls are paid.
 One to the States General of Holland,
 for the dutchy of Guelders, and a li-
 cence ; and another toll for the city of
 Nimeguen.

TIEL ; both tolls paid here are received for
 the States General of Holland. One
 for the dutchy of Guelders ; and the
 other for the dutchy of Moers.

BOMMEL ; to the same for the dutchy of
 Guelders.

GORINCHE ; to the same for the province
 of Holland.

DORT,

DORT : the toll and licence which are paid here are both for the benefit of the city.

There has been heretofore another toll established on the Rhine, at Ludesdorf, by the Emperor Frederick the Third, being Duke of Juliers, which was found very injurious to the inhabitants of the city of Cologne; they purchased it for the sum of 32000 guilders.

The City of COLOGNE is the second place on the Rhine which possesses the staple right. This privilege obliges the Dutch vessels to unload and load their cargoes in this city, which gives them the sole advantage of carrying on the trade upwards on the Rhine to Mentz, where the same privilege is claimed. This trade is in general carried on by flat-bottomed barges, from about 100 to 130 tons burthen; and the goods and merchandises,

merchandises are from hence sent farther up the river in other vessels. Some Dutch vessels are permitted, on paying for a licence, to pass Cologne and go farther up the Rhine to Andernach, &c. to load goods of heavy weight for Holland; as mill stones, tarras-stones, and black-lead.

The major part of these 36 tolls have been established by force, at a time when the strongest made the weakest submit; and several Emperors, as chief of the Empire, have since been induced, for political reasons, to confirm such usurped privileges; but the principal reason for confirming such grants, was to check the over-grown power and richness of the united Hans-Towns, in the circles of the upper and the lower Rhine; which had so provoked the jealousy of the Emperor Charles the Fifth,

Fifth, that he resolved on the destruction of their union; and which has been most essentially effected, by the great burthens laid upon the commerce of these cities. Other stolls have been established in the time of anarchy, when Emperors and contra Emperors recompensed the fidelity of the princes attached to them, by the grant of tolls, at the expence of commerce; or, they consented to give their sanction to such as were established by force, not having it in their power to oppose them.

Notwithstanding those times of anarchy do not now exist, and good laws for the regulation of the country, and the happiness of the people, have been established, yet these tolls, the convincing proofs of arbitrary power and injustice, still remain in force, without ever considering that the whole of their regulations are arbitrary in

in themselves, and that the claimants need have no public rules, whereby the trader may know, what he has to pay; for the officers have their private rules, and fix such duties as must be paid.

Several enlightened Princes and Sovereigns, who have reigned in later years, have shewn their good intention to regulate or abolish those tolls, being convinced that the commerce and internal happiness of their people would be augmented by such wise measures.

For this purpose, four of the Rhenish Electors, about ten years ago, held toll-chapters, for the better regulation and abolition of a part of these tolls. But notwithstanding their offers to relinquish a great part of their revenues, insurmountable obstacles have prevented them from executing their noble project,

ject, partly by the obstinate and avaricious disposition of their neighbours, who refused to forward these prudent regulations, and occasioned the dissolution of those assemblies.

But a much greater obstacle is to be removed, and which will be very difficult to effect. The tolls have been agreed to be continued by several treaties, and every succeeding Emperor, after his election, on his ascending the throne, obliges himself, by the eight article of his election capitulation (which he is bound to sign) *That he will oppose all changes and innovations on the tolls established in the German Empire**.

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* This article of the Emperor's capitulation makes it impossible for him to accede to a peace under such conditions as the French hold out; for it is a breach in his engagements with the Empire, and would prove a resignation of the Imperial crown.

The preceding statement of about 300 rivers of note in France, shows that nature has particularly favoured that country with great conveniences for agriculture, manufactures and commerce, which have been greatly augmented by industry and art. A great many rivers which were not navigable by nature, have been rendered so by art and immense labour, in which their armies were always employed in the time of peace; and many others may likewise be improved. But the several canals already established, have given a great part of France a superiority, with respect to interior navigation, over all countries on the continent. The advantageous effects were proved by the opulence of the inhabitants in these provinces.

Those great advantages have induced the French nation to form plans for making other canals. The execution of the canal of Burgundy, was decreed in the reign of the late unfortunate King Louis the Sixteenth,

in

the year 1783, and the national convention has since, in the year 1792, decreed the establishment of that and other canals, which, no doubt, will be carried into execution, if ever peace and tranquillity should be restored to that country.

It is already fully explained in the list and description of the rivers in France, the canals actually formed, and of these decreed and under consideration, that, if these schemes are accomplished and executed, France will enjoy a complete interior navigation, which must give vivification to all its parts, but which cannot be effected, to the extent of their ambitious designs, without the free navigation of the three contested rivers. The junction of some of their rivers with the rivers Scheldt, and the several canals in the Austrian Netherlands and the United Provinces of Holland, will procure them a less expensive navigation and intercourse with

these countries; but principally it will enable them, in time of war, to forward, by interior transports, naval stores, ammunition, &c. to those places in need of them, uninterrupted by their enemies, and which could not be effected by the usual passage by sea.

The river Maese opens to them a still more extended communication with a part of Germany, and other parts of Holland; but the union of their actual interior navigation with the river Rhine will accomplish all that can be imagined to appropriate to themselves unlimited power and wealth, by inland water communication with the remaining part of Holland, and the greatest part of Germany, by which they will in future receive the productions of that part of Germany, and its manufactures, which they get now through Holland, Hamburgh, and Bremen. It will much facilitate the carriage

carriage of their wines, and other productions in the same manner, and procure to them a more extended and more advantageous market, particularly for those wines, the growth of Burgundy and Champaign, and its environs, which have been hitherto expensively transported by land-carriage to Rouen and Havre-de-Grace, and from thence exported by sea to the Netherlands, Holland, &c. and likewise to several parts of Germany, which expensive carriage has heightened the price, and prevented a more enlarged consumption of their wines and other productions.

It will enable the French to send warlike stores and other necessities to the fortified cities and fortifications situated on these rivers. They will also further acquire the means of carrying on a considerable commerce from all their sea-ports in the South and North, to the German ocean, without the protection

tion of armed vessels, which will render their navy more powerful. All which advantages may yet be prevented, by declining the conclusion of a peace, until France is disposed to recede from their present ambitious projects.

Many wars have been commenced by the powers in Europe, to dispute the navigation of one or other sea or river of much less consequence than the present contest for these rivers.

It is not only wealth and universal opulence they try to monopolize, but also at every future period, to prescribe to, and direct Germany and Holland, and to use their naval strength more powerfully against other nations, to which they may in future chuse to dictate. The mature and well-digested consideration of all the consequences, will undoubtedly unite all British subjects, for their own self-preservation, to assist govern-

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ment with all their power, to obtain a general peace, on just and suitable terms ; and to put it out of the power of any other nation to undermine the riches, importance, and preponderance of Great-Britain.

That the principal views of the French are fixed on the benefits they will acquire by their interior navigation, and junction with the rivers Rhine, Maese, and Scheldt, may be ascertained by several of their deliberations, as well as by this fact, that 61 of the 83 departments established in France, have adopted the names of the different rivers on which they are situated.

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The nature and extent of the consideration of all the consequences, for the British subjects, and for their own preservation, to which they are entitled.

OBSERVATIONS

BY THE

AGRICULTURE AND MANUFACTURES

BRIEF OBSERVATIONS

FRANCE

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THE great Statesmen and Legislators, who have written on the subject of national strength and prosperity, are in the opinion, that agriculture should be the first object of every State and Government; which cannot be effected, but by a proper distribution and wise partition of the lands between numerous farmers, which will always produce sufficient support for the consumption of its inhabitants, and under proper laws and regulations, will prevent dearth of provisions and famine; but that agriculture

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if not assisted by the establishment of manufactures and commerce, will not enable them to accumulate any great proportion of wealth; and therefore recommend, that the greatest attention should be paid to these objects as necessary for the aggrandisement of every State; in its strength, population and riches; as it is that alone which procures the means of industry and livelihood to the multiplying population. Manufactories should be established, in the first instance, which produce the necessaries for home consumption, so as to preserve the riches of the country, by preventing the necessity of importation, and enable them to give the productions of agriculture in exchange, and to get cash for the superfluities obtained by husbandry; it gives a circulation to money, and facilitates the sale of the productions of industry, as well as of those employed in manufactures. If this is to be accomplished, manufactures should get further encouragement, that their superior qualities, may find an exterior market,

They recommend further, as a principal object, to establish manufactories where men, women, and children may be occasionally employed—such are those which weave flax, hemp, wool, cotton, and silk; or use the hair of horses, goats, rabbits, hares, beavers. &c. which will give work to a great number of hands. Cotton manufactories are principally pointed out, as they augment the navigation of a country where carried on in perfection, and render from seven to one hundred fold profit, divided between the industrious manufacturer, and the great number he employs, and are, in that respect, preferable to the manufacturing of linen and coarse woollen cloth, especially where hemp, flax and wool must be imported.

They say further, that manufactures should not be established in any great town or city, but dispersed, as far as may be conveniently done, over the whole country, which will be the more effectually accomplished in

France,

France, by its situation, and interior navigation throughout the whole kingdom, which will enable them to export their manufactured* goods from every part of it, to foreign markets.

France is happy in an excellent soil, which produces corn, wine, oil, and almost every luxury in life. Nature has done wonders for that country, by the gift of so many rivers and springs, which water their lands; and both
animal

* It is stated in a French publication, *Intérêt de la France*, page 222 and 272, That notwithstanding France has in manufactures a superiority over England, by the frugality of the manufacturer and the cheapness of hand labour, it cannot keep the market with the English, as their manufactories are principally in the interior part of the country, and the transport expensive. This is a principal reason why the French fix their chief views on the increase of canals, and the free navigation of the present contested rivers.

animal and vegetable productions are found there in great plenty; but notwithstanding the great efforts which have been made in agriculture, much of the lands remain yet uncultivated; and although some provinces, such as Flanders, Lorraine, Alsace, and Languedoc, yield an exuberance of corn, they are frequently obliged to import considerable quantities; for which reason they have of late endeavoured to encourage agriculture and cultivation, by instituting academies, and under them, boards of agriculture in each department, which propose premiums for its encouragement, and by making a more equal distribution of the lands between the husbandmen, prevent monopolizing; which can be done only by those who rent great and large farms,

France abounds in excellent vegetables, and all kinds of seasoning and sallads, these being, next to their wines, the chief objects of their culture.

culture. It produces excellent fruit of all kinds, particularly grapes, figs, prunes, chestnuts, cyder in the northern provinces, and capers in the southern. It produces annually, though by far not enough for home consumption, about twelve millions of pounds of tobacco, besides hemp, flax, manna, saffron, and many drugs.

The province of Gastenois produces great quantities of saffron, more esteemed than that of Spain or England. Olive oil is made in large quantities, particularly in the provinces next the Mediterranean; but the consumption is so great, that much of it is imported from Italy and Turkey; the inferior sort supplies the soap manufactories, which are carried on to a very great extent at Marseilles. Languedoc produces an herb, called Kali, which when burnt, makes excellent barilla, or pot-ashes, of which great quantities are used in their different manufactories.

factories. Wine is made to the value of 15,000,000*l.* annually.

The Emperor Domitian rooted up all the vines in Gaul, lest they should attract the barbarians. They are now the staple and the riches of that country, and enable them to support a great number of manufactories of vinegar, brandy, spirits of wine, and verdigrease; and the exports of wine and its productions may be estimated at three millions and a half. Silk is so plentifully produced, besides what is imported, as to employ innumerable manufactories, and to afford a considerable trade.

A great deal of salt is made in the island of Rhée, and about Rochfort, on the coast of Santoign; its exportation to the Baltic is considerable. Oak, elm, ash, and other timber is found in France in great abundance. The chief forests are those of Orleans, which contain 14000 acres, and the forest of Fontainebleau

tainebleau is near as large; and near Merchimoir is a forest of tall straight timber; besides a great number of woods, some of them deserving the name of forests, which lie in the different provinces of Alsace, Lorraine and Burgundy, and especially the Alpin mountains, which supply great quantities, but the greatest part being too remote from sea carriage to be of much national utility at present, will be of the utmost consequence, if the free navigation of the three contested rivers is allowed them.

This is a short statement of the productions of France, exclusive of their manufactories of lace, cambrics, lawns, modes, paper, glass, ~~wool~~, and other drying drugs, &c. and the amount of their produce is much more than they have been obliged to pay for the imports of corn, prior to the unfortunate revolution.

This statement shews that France, by the nature of the soil and its productions, has
manufactures

manufactures not peculiar to England—industry has promoted others, as those of lace, cambrics, lawns, &c. but in these which are the most flourishing, and the most lucrative in England, they have till now endeavoured to rival us, but could not accomplish it, notwithstanding their great advantages.

The silk manufactory was introduced into France so late as the reign of Henry the Fourth, and in the age of his grandson, Louis the Fourteenth, the city of Tours alone employed 8000 looms and 800 mills. The city of Lyons then employed 18000 looms; but after the revocation of the edict of Nantz, by the expulsion of the protestants, they decreased to 4000; and their silk manufactory is now rivalled by England, where the French protestants took refuge and found encouragement; notwithstanding that, by the industry of the French, silk is plentifully produced, and by the importation of raw

filk from Italy and Turkey, they have it at more than six per cent. less expence than the British manufacturer; and their manual labour is much cheaper.

In France there is now actually at Tours, Lyons, Paris, Chatillion, Nismes, &c. 1500 filk mills, 21000 looms for stuffs, 12000 for ribbons and lace, 20000 for filk stockings, and a great many others for gloves and stockings out of spider filk; all of which employ two millions of people.

The greatest exportation of these articles is from Lyons, by land carriage, to Geneva, Basle, through Germany to Hamburgh, and the Baltic, which will be less expensive by the union of their rivers and canals with the Rhine.

The French woollen cloths and stuffs, more especially those manufactured at Louvier, Abbeville, Amiens, Paris, &c. are said to be

now little inferior to those of England, and have greatly injured them in foreign markets, but principally in the Turkish market. The wool of their sheep is not of such a good quality as the English, but they have been greatly assisted by the clandestine importation of English and Irish wool, and by workmen from this country; and the Spanish wool may be, when circumstances require it, imported into their Mediterranean ports, at less expence, and forwarded by interior navigation to the manufacturing places.

They excel in the art of dying; and their black and scarlet cloths are more esteemed in Germany and the northern countries than the British.

Cotton manufactories which have so surprisingly increased in England, by machines and other inventions of skilful mechanics, as to become a staple commodity of the country, have been many years gradually established

established in France; and perfidious Englishmen have introduced there a great number of the engines and machines, which have so long given us a decided superiority; and particularly the late Duke of Orleans established a very large manufactory at the city of Montargis, in the province of Gatenois, entirely modelled after the British.

In the art of dying cotton, and principally the Adrianople red, the city of Rouen has acquired a greater perfection than any place in England; but has not dexterity to make that advantage of it which it might produce. This manufactory merits particular attention; as it gives employ to a number of people of all ages and both sexes, and rewards the laborious and their country with riches:—Twelve hundred thousand looms will give bread and employ to one million of men, women, and children, and will clear annually at least three millions.

The

The situation of France is likewise advantageous for this commerce; the coarse cotton, they may import with small expence from Spain, Turkey, and the Mediterranean, and others of superior quality at the same rate with the English manufacturers; but in the sale of their manufactured goods, they will have an advantage, if they are successful in their schemes, at least in that part of Germany and the Netherlands which is situated on the borders of the before-mentioned rivers, where until this moment, the English have had the whole market exclusively to themselves.

Paper manufactories have been long established in France, superior to the English.

In tanning leather and shamois, the English manufactories have obtained a superiority over all others in Europe, and none could ever rival them. The numerous manufactories at the cities of Malmédy and Stavelot, in the circle of Westphalia, are only considered

considered to equal them in the art of tanning hides for sole leather. In the dressing of sheep, lambs, and kid skins, the French excel, which has given them a prodigious export of gloves, &c.

Hardware manufactures will chiefly remain in British hands, at least for some time, notwithstanding France has many unworked mines, which would be very productive, if duly attended to; but at present they do not yield sufficient for home consumption; steel alone, to the value of 125,000*l.* annually is imported into France. Time can only develope what may be done by future encouragement, and what influence the engrossed water-communication will have in France, with respect to those manufactories; for until this time, their iron was chiefly imported from Sweden, Russia, and North America; and they have of late made great exertions to supply their manufactories with the

the different articles which war has hindered the importation of.

In tapestries, modes, watches, trinkets, and perfumeries, the French have always excelled; and if they are not altogether equal in the solidity of their workmanship to the English, they have obtained some superiority in foreign markets by cheapness, invention, and neatness.

Their manufactured linens, table-cloths, &c. have been for a long time imported to Spain, &c.

French plate-glass manufactured in Picardy, is exported by the way of Rouen and Havre-de-Grace, to all parts of the world; and such is the case with their lawns, cambricks, laces, and fine thread, in which they have not been equalled by any other country.

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Earthenwares,

Earthenwares, principally those manufactured in Normandy, had found large sales in the northern countries, before the English came to their present perfection, and are still esteemed, particularly one new manufactory already established by an Englishman, at Paris, in imitation of Wedgewood's ware. The china manufactory at *Seures*, is superior in quality to any in this country, and rivals those of Meissen, Dresden, Berlin, and Vienna.

Alabaster, black marble, and jasper, are found in many parts of France; and great care is taken in the whole kingdom to keep the mines of them open, as well as the fine white stone in the province of Anjou. Some excellent turquoises, (the only gem that France produces) are found in Languedoc; the most part of which is manufactured and exported.

France has considerable mines. In Languedoc are veins of gold and silver; Alsace has

has mines of silver and copper, but they are too expensive to be wrought. Bretagne abounds in mines of iron, copper, tin, and lead. Considerable quantities of iron pots are manufactured in the founderies of Normandy, and exported to Rouen. At Berry is a mine of oker, which serves for melting of metals, and for dying and painting. Salt-petre is made in every part of the kingdom.

Sugar refineries have been established almost in every sea-port of the northern part of France, and have been chiefly carried on in the city of Orleans; but notwithstanding they have got their raw sugars from their West-India islands, their inferiority in skill have prevented the exportation of refined sugars, and they have only manufactured for home consumption.

If these manufactories were taken into consideration, England, which has not numerous manufactories in this line, com-

pared to the great many which are carried on in the United Provinces, and especially in Hamburg, could appropriate to itself the whole of this commerce, in exclusion of all other nations; and be the sole exporters of double and triple refined sugars to Germany and all the northern countries, where these sorts are principally demanded. The increased quantity of molasses which it will produce, would supply the British distilleries by the prohibition of exports, at such a time, when there is a scarcity of corn, and would be greatly advantageous to this country.

This brief statement of the manufactories of France, shews how dangerous and destructive they may become to England, if opportunity and power is allowed them to augment their interior advantage, by more immediate water communication with other countries.

By
consideration, England, which has not
any such numerous manufactories in this line, com-
pared

By carrying into execution these designs, they remove at the same time several other great difficulties which their manufactories and commerce have laboured under. Dearth and scarcity of fuel, which is so necessary in manufactories, has been an important obstacle, and greatly disadvantageous to their multiplication; and notwithstanding there are considerable woods and forests in several provinces of France, they are situated in such parts where water carriage has not yet been sufficiently opened. The province of Alsace and the dukedom of Lorraine are the principal countries for wood; and these are watered by the rivers Rhine and Maese; by the extended navigation of those rivers they will supply many of their present wants. It will further make their coal mines valuable, which facilitated by interior navigation, will provide their manufactories in general, and lower the high price of fuel; and coals imported from North Britain, the Netherlands, and some countries on the Rhine, may

be situated on those three rivers.

may be distributed in many places at a lower price than they can be bought in several manufacturing places in England:

Manufacturers often feel great distress when navigation is interrupted by war, which has always put the commerce of France and its manufactories under great difficulties, and frequently put an intire stop to some of them, as their power was insufficient to give their trading vessels the necessary and adequate protection, against the superior force of the British nation; in this they will be likewise relieved, in a great measure, and a considerable part of their commerce will be preserved in future wars, and may be carried on uninterruptedly, if the British government* and its allies submit to the accomplishment of their intentions.

The
 *The importance of interior navigation in any country is sufficiently experienced, by the many great cities

The stability of empires, and the opulence of individuals, may justly be attributed to commerce and manufactories; since they encourage an universal spirit of industry, remove local prejudices, and elevate the mind to magnanimity and wisdom. Whatever seems necessary for sensual and intellectual gratification, for the ease, convenience, or elegance of life, are primarily or immediately communicated by commerce; and in proportion as that has been encouraged or depressed by different states, their progress in arts, manufactories, and sciences, is correctly marked;

cities and considerable population in the Austrian Netherlands, which originated in the thirteenth, fourteenth, and fifteenth centuries, when manufactures and trade were flourishing, and promoted the establishment of their several canals; and since that time by the rapid increase of riches and unequalled population in the united provinces of Holland: which by the assistance of their canals, has enjoyed the principal trade with all those countries situated on those three rivers.

marked; and by them the virtue of their rulers and the vigour of the laws are demonstrated.

Nothing more amply demonstrates the truth of this remark, than the power and prosperity of the British empire, for which it is peculiarly indebted to *commerce*. Hence its improvement in knowledge; and in the polite arts—its riches and grandeur—the glory of its arms—and, in short, the great bulk of all its solid comforts and conveniencies.

The necessity of commerce, as the fountain of industry and social intercourse, is a principle of nature, implanted in human existence, seconded by the wise ordination of the Deity, in granting to particular parts of the earth, what other parts do not afford; whence an exchange of one commodity for another, in the primitive ages of the world, seems to have laid the foundation of harmony and good fellowship amongst nations,

upon

upon principles of reciprocal advantage and mutual convenience—the strongest cement the universe affords, when cultivated as they ought; and such indeed was the simplicity of earlier times, that the people of one nation were wont to leave their merchandise in private places, on the frontiers of another nation, with whom they wanted to deal, and who were to take it away, in exchange for what they should think an equivalent of their own merchandise, relying solely on each others honour and justice. This method did not hold long, but in time gave way to a direct commercial correspondence by proper barter.

It is not precisely known when commerce, by buying and selling, first began; nor when coins, and the several species of gold, silver, and copper had their rise.

The first monies were wood, leather, and iron; and even at this day, it is usual, in

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some places of both Indies, to give a certain value in cowries, sea-shells, and cocoa-nuts, for merchandise, drugs, &c. According to the relation we have of the first instances of any commerce, barter was conducted for many ages on a very narrow scale, extending no further than the common necessities of life; the ploughman giving his corn and his pulse to the shepherd, and receiving milk and wool in exchange.

The discovery by water carriage was unquestionably the grand means of the advancement of commerce, though at first merely by floats or rafts, across rivers and lakes; but when these were improved into vessels of such capacity as emboldened men to launch into the wide ocean, a mutual correspondence, from nation to nation, was set on foot; and those who had the superiority of shipping, naturally acquired the greatest share of wealth and power, extending their commerce to more distant climes,

to which the establishment of manufactories and the invention of writing did not a little contribute. The Egyptians, Phœnicians, and Carthagenians, who were a Tyrian colony, were the first, the most daring, and expert traders of all antiquity. They were the first who ran the hazard of long voyages, and who set on foot a traffic, by sea, between remote countries.

Commerce did not appear amongst the ancients, unworthy the application of persons of the first rank. King Solomon frequently joined his merchant fleet with those of the King of Tyre, for their voyage to Ophir; and by this means rendered himself, though in a little kingdom, the richest king of his time in the universe. In our time the principal and richest families of this country exercise commerce, manufactory, and trade, for the prosperity of Britain. The late King of Prussia, Frederick the Great, established in his dominions, and joined several companies

panies and charters; and by such laudable examples, enlarged the inconsiderable commerce of his countries, to a lucrative and great extension.

The nobles and principal families of France* have been allowed to carry on commerce,

* The unhappy revolution in France may become also injurious to the manufactories and commerce of this country, as its commerce has laboured under one great disadvantage; for notwithstanding the ordinance of Louis the Thirteenth, the nobility of that country in general, and the rich and opulent still retained the weak opinion, that the profession of a merchant and manufacturer were not honourable; which made the manufacturers and merchants of that country, as soon as they had acquired riches, remove from their situation; and, by buying a place, or an estate, by which nobility was to be attained, withdraw from commerce and trade, which did irreparable injury to industry and manufactories; for it is usually the case, that when

commerce, without derogating from their rank and consequence.

By an ordinance of Louis the Thirteenth, the merchants of that kingdom were allowed to take upon them the quality of nobles; and by another passed in the reign of Louis

the

monied men retire from business, which gave employ and benefit to an infinite number of others, there are not to be found instantly, other persons who have it in their power to take up such manufactories; and the artists and labourers who were employed are often reduced to want, and by distress forced to leave their country. It shews a high degree of ingratitude in such men towards their country and those industrious individuals, who, by their skilful labour, were the first occasion of their opulence; when they give up for an idle vanity, the foundation of their wealth; and it would be more honourable, if they endeavoured to extend their business, by an enlarged circulation of their riches, for the benefit of their country and numerous persons which they might have occasion to employ.

Fourteenth, they were declared capable of being Secretaries of State, without laying aside their engagements in commerce*. It may also be added, for the honour of trade, that some of the principal Italian Princes and Nobles

* The French nobles who have been obliged to emigrate, have undoubtedly obtained a greater experience in those countries which they have inhabited, and learned, by the sufferings they have undergone, that industry and application is always honourable, and will procure us an easy existence, whatever occurrence may happen; and it will certainly induce them, on their peaceable return to their native country, to fix their thoughts on the establishment of commerce and manufactories, to secure to themselves the means of providing for their wants on any future event. Their former imagination of honour must have been rooted out, as they have seen, particularly in England, the happy situation of industrious merchants and manufacturers, and how much they are esteemed; and that they are the principal support of their country, and its glory.

Nobles, looking on themselves as the chief merchants of their States and countries, do not disdain to make their own palaces serve for magazines for their goods; and there are several kings in Asia, as well as most of those on the coasts of Africa and Guinea, who constantly negotiate merchantile business with the Europeans by means of their factors, and not unfrequently in their own persons.

Russia gives us the most convincing proof, and particularly under the actual reign of her Imperial Majesty Catharine the Second; to what a high degree a country may rise, when arts, sciences, and manufactures are properly encouraged and protected. It is curious to observe how the gradual increase of civilization in that empire, has been followed by a gradual increase in revenues. At the accession of Peter the Great, they amounted to 1,000,000*l.* and at his death to 1,600,000*l.* Elizabeth raised them to 3,600,000*l.*

3,600,000*l.* when the present Empress ascended the throne, they produced 4,400,000*l.* in the year 1784, 6,000,000*l.* now yield 7,500,000*l.* and are still in an increasing state*.

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* Of these revenues 800,000*l.* are appropriated to the privy purse of the Empress; but it is difficult to conceive how she is able to maintain the magnificence of her court, the number of public institutions, the numerous buildings which are constructed at her expense, the liberality with which she encourages the manufactories, arts, and sciences, the purchases which she is making in every country in Europe, and the immense donations which she confers upon the most favoured of her subjects.

The revenues of Russia may be considerably augmented in case of emergency, as has been evident during the wars, by the increase of the poll-tax, and the addition of some new imposts. It should also be observed, that in the year 1775 the Empress remitted fifty-seven taxes, and ten in the following year.

The several revolutions in other countries, the oppression which their inhabitants have undergone, and the encouragement which industrious and useful emigrants have always obtained in this country, has gradually brought commerce and manufactures to that flourishing state which it has now acquired, and ought to induce its inhabitants to be watchful and jealous how to preserve that superiority which they are now in possession of.

The commerce of the world has been in perpetual fluctuation, for which reason Englishmen cannot be too much on their guard, not only in preserving that which they possess, but in availing themselves of the mistakes, or negligence, of other nations, in order to acquire new sources of prosperity. Who could have imagined three hundred years ago, that those parts of the Levant, from whence, by means of the Venetians, England and almost the rest of Europe, were supplied with the spices, drugs, &c. of India and

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China,

China, should at this day be supplied with those very articles, by the remote countries of England and Holland, at an easier rate than they were used to have them, directly from the East. Or that Venice should afterwards lose to Lisbon, the lucrative trade of supplying the rest of Europe with them; or that Lisbon should lose afterwards the same trade to Holland; and lastly that Holland should ever have become so insignificant in that and every other commerce, as it actually is, since it has been under the present French government; or that these woollen manufactories, which were so flourishing in the Netherlands, should ever have arrived in England to such a high pitch, that they are now the noblest* in the universe; or that

* It may not be amiss to give the reader, from an ingenious publication, some idea of the immense enhanced value of some manufactures, from their first raw or unimproved materials, to their produce at market.

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that Holland should gradually lose, as in great part it has done, its famous linen manufactures to Ireland and Scotland.

"The British woollen manufactures is supposed to employ more than one million of people. The manufactured wool alone of one year's produce, or growth of this country, has been estimated at two millions sterling; and when manufactured, it is valued at six millions more, whereas, in former times, all British wool was exported unmanufactured. The author of the publication alluded to, says, that one hundred pounds laid out in wool, and that wool manufactured into goods for the Turkey market, and raw silk brought home in return, and manufactured in England, will increase that hundred to five thousand pounds; which quantity of silk manufactured and sent into New Spain, would return ten thousand pounds, which vast improvement of the first hundred pounds, becomes, in a few years, dispersed amongst all orders and degrees, from the prince to the peasant."

"Thus again, a parcel of iron stone of a ton weight, which when first taken from its natural bed, was not worth five shillings, when made into iron and steel, and thence into various manufactures for foreign markets, may probably bring home to the amount of thousand pounds."

"Steel may be made three hundred times dearer than standard gold, weight for weight; for six of the finest steel wire springs, for watch pendulums, shall weigh but one grain; and, when applied by the best artists, they shall be worth seven shillings and sixpence each, or two pounds five shillings for the six, which is five hundred and forty pence; whereas one grain of gold is worth but two pence."

"The British metallic manufacture of iron, steel, tin, lead, copper, and brass, is supposed to employ upwards of half a million of people."

"Again, twenty acres of fine flax, when manufactured into the dearest and most proper goods for foreign markets, may, in return thereof, bring from thence what may be worth ten thousand pounds:

pounds: for one ounce of the finest Flanders thread, has been sold in London for four pounds; and such an ounce made into the finest Flanders lace, may be sold for forty pounds, which is about ten times the price of standard gold, weight for weight. Such fine thread is spun by small children, whose feelings are nicer than that of grown up people, whereby they are capable of spinning such a thread, which is smaller than the finest hair; and one ounce of it is said to reach in length sixteen thousand yards."

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There never before occurred an object more important for the consideration of the Legislature, and of every individual of this country, than the present conflict with France. The

rulers of that country, during the latter period of the revolution, have always held out, and the present rulers avow the same—*That their principal views are the destruction of our commerce and manufactures.* “Peace with the whole world, and continual war with England till it is ruined, by the destruction of its commerce, is the language which they adopt.” The wisdom of our Government has yet prevented their intended invasion of this country, by a timely discovery of their schemes; but their want of success has only stimulated them to perseverance in this as well as in their deep-laid schemes to diminish the preponderance of Britain, by extending the boundaries of their country to the river Rhine, and by a branch of that river, called the Wahl, to the river Maese; by the possession of which they become immediately the sole masters of three of the most considerable continental rivers for commerce, the Rhine, the Maese, and the Scheldt; they then will be enabled to accomplish their
designs,

designs, and undermine the greatness of Britain, in such a degree, that they will be able to reduce her commerce and manufactures: an object which their members have publicly declared in the convention, and still continue to avow.*

A measure so important, that as long as the prosperity of Great Britain depends on the flourishing state of her commerce, she cannot consent to the French extending their coast; or their direct or indirect annexing to France all the ports on the continent, from Dunkirk to Hamburgh, and the cession of such immense territories; and, in one word, the abandonment of the independence of Europe; by which Great Britain would be only permitted to reserve to herself the liberty of carrying on her commerce with the latter port, as a point of communication with Germany, and the northern parts of Europe;

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Europe;

* See Note at the end of General Observations and Development.

Europe; and thus France would become the sole mistress of that commerce, which till now has been carried on advantageously for the British manufactures.

By the treaty* of alliance with the United Provinces, and the decree of union of the countries down to the borders of the Rhine and Maese, the French nation will become the

* Extract from the treaty of alliance, offensive and defensive, concluded between the Republic of France and the Republic of the United Provinces.

“Article XII. Dutch Flanders, and the right side of the Hondt, Maestricht Venloo, and their dependencies, shall be reserved by the French Republic, as indemnities”

* Article XIII. A French garrison shall be admitted into the port of Flushing in peace and

* Article XIV. The port of Flushing shall be open to the two Republics.”

the direct masters of Newport and Ostend, Flushing, and all the other ports on the Scheldt; they will indirectly at all times have at their disposal all the ports in Holland, and the exclusive navigation of the three before-mentioned rivers, which must certainly operate to their acquiring the preponderance in commerce, and in course of power.

The single port of Hamburgh, and a portion of the trade on the river Elbe will remain open for England to rival them; for the greatest portion of that trade which has been so advantageously carried on through Hamburgh from the upper part of the river Elbe, by land carriage, will be in their power by a less expensive conveyance on the rivers united with the Rhine.

The few other ports between the united provinces of Holland, and Hamburgh, are not of so great consequence to this country. Emden, which is situated on the river Ems, where

where only an inconsiderable trade is carried on; Bremen on the river Weser, has a considerable commerce; but it cannot come into competition with the exuberant trade on the rivers Rhine, Maese, and Scheldt. The interior navigation on the river Weser is not far extended.

If we consider the situation of France, on the South surrounded by the Mediterranean sea; on the West, defended by the Pyrenean mountains; on the North surrounded again by the ocean, the British Channel, and the North sea; and on the East by the rivers Scheldt, Maese, and the Rhine, up to the Alps, which extends to the principality of Monaco, and the conquered countries, actually in their possession on the Mediterranean sea.

If they succeed in their design, they will acquire such a preponderance in power, which

which, if once fixed, they will be always able to maintain against every other power in Europe.

If we consider the before-stated population of France, and the annexed countries which notwithstanding the late depopulation, still contain twenty-four millions of inhabitants; (a number far superior to the population of any other empire in Europe) and which they undoubtedly will exert themselves to increase, if they can obtain a peace, consistent with their ambitious and arbitrary designs,

If we consider the numerous rivers in France, of which a great many are navigable by nature, and several others are rendered so by art; the important canals already completed; those decreed to be established, and their union with the rivers and canals of the allied countries, the advantages they will reap,

map, are beyond description and incalculable, and are not only able to maintain every other considerable commerce, but to carry on a

If we consider the fruitful soil of France, its progress in husbandry, its numerous productions of all kinds, and the further advancement it will be able to make by the favourable situation of the annexed countries. And (a number far superior to the point to which any other empire in Europe) and which

If we consider the before-unfolded statement of the manufactures and commerce of France, and their avowed plans of increasing them, by the free navigation of the contested rivers, what are the consequences to be dreaded, if the French should be permitted to command the navigation of these rivers.

The ruin of the commerce and manufactures of Great Britain, and in the first instance, chiefly with all the northern part of the continent. It will tend to give new vigour to the commerce of France, and multiply

tiply several of its manufactures and conduce to the establishment of others, which is the undoubted interest of every individual, subjects of Great Britain and Ireland; to oppose; for by such an important extension of its commerce and manufactures, it will be enabled to acquire in future, a superiority over the British manufactures, in almost every market.

It would be an inexcusable carelessness on our part, to remain easy and indifferent on this occasion, and to argue the till now established preference of our manufactured goods; for we have experienced sufficiently, that manufactures and commerce have changed their abodes, which we have principally to dread from France, where, on the return of peace, the former cheapness of all the necessaries of life will be restored, as well as the low price of workmanship and manual labour, facilitated by the numerous inland water carriages, which must lead to a superiority.

But there remains still other important objects to be considered, what further advantages will France acquire, if its rulers are successful in their designs?

The advantages are numerous, and will be greatly increased in any future war.

France hitherto has been under the necessity of purchasing the principal part of the timber wanted for its navy from the northern countries, of which the transportation has been, in time of war, always attended with great difficulties, loss of time, and very heavy expences, notwithstanding the ancient government of France used every means in its power to diminish them; it constantly employed in the Prussian dominions, at Dantzic and Hamburgh, commissioners and ship carpenters, not only to select the prime timber, but also to get it lessened in size, and to load it, framed as nearly as possible to suit the various uses it was intended for;

all

all these difficulties will be removed, if France is permitted to fix its boundaries on the Rhine, and to enjoy the free navigation of that river, and to unite it with its canals and rivers; for it may then receive all necessary timber from the immense forests which are situated on the borders of the Rhine, and of those rivers which join it.

The timber from the forests in Alsace, Lorraine, and Burgundy, which heretofore has not been of great national utility, will then become an important object for commerce as well as for increasing its naval strength.

They may further receive pitch and tar from the same places; but particularly considerable quantities of flax and hemp, the growth of the different countries on the Rhine. In the annexed countries, they may make further great acquisitions from the iron mines in Namur, Liege, &c. and from the numerous and considerable manufactories

of arms and hardware at Liege, which will be always at their command; and likewise by convenient importation from the different manufactories in the dukedoms of Juliers and Cleves, which are only a few miles distant from the Rhine.

The principalities of Stavelot and Malmédy have, next to England, the best manufactories of leather; and the annexed countries in general possess numerous rich manufactories of linen and woollen cloths; and will in future prevent its want of these necessary articles, and the hardships under which its armies have laboured a considerable time during the present war.

These advantages are of such magnitude, as will give to France, placed in the centre of Europe, and connected with almost every nation in it, a too great weight to be resisted.

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The union of the conquered countries on the Rhine, Maese, and Scheldt, with France, will soon restore to it, the principal foundation of power and riches in every country, which is population; and the diminution of inhabitants which ancient France has suffered by the revolution and war, will not only be recovered by its union with the annexed countries, but rapidly augmented on the restoration of peace, by increasing numbers.

When the importance of these subjects are considered, the expence of the present war, however great on the part of Great Britain ought not to be regarded in any other light than as prudently and necessarily employed for herself-preservation; nor can it be doubted but those expences will be considerably overbalanced, if Great Britain, by an honourable peace, or a further vigorous continuation of the war, can defeat the designs of the enemy, and keep possession of that preponderance, which it has acquired by industry, commerce, and manufactures.

That

That the present situation of this country is big with dangers of the most calamitous nature, must be granted ; but it also must be allowed, that our Government has taken and adopted every measure which wisdom, firmness, and the national honour required, to avert the impending catastrophe ; and there remains not the least doubt, but that with temperate perseverance, we shall yet be able to disappoint the enemy in his intentions and schemes, and secure a permanent and honourable peace ; and also obtain such an indemnification as we have a right to expect for the expences we have been forced to incur.

The cession of some of the West-India islands, and particularly St. Domingo, would be the most eligible, and perhaps the most easily attained. That island alone, if once restored to tranquility, and its former state of cultivation, will augment the exportation of our manufactured goods, to at least six millions

millions annually, and other commodities in proportion.

Thus will a war, which was unavoidable to shun, and calculated by our enemies to plunge us in ruin, terminate to the glory of Englishmen, and contribute to the increase of our riches, and the preservation of our dignity and grandeur.

Note. See page 229.

National Convention, Evening Setting of Nov 1.

MERLIN of Douay read a second time his report on the union of Belgium and the county of Liege. He recalled the decrees of the 15th of December, 1792, of the 31st of January, 1793, of the 2nd of March, &c. which order the convocation of the Primary Assemblies in Belgium, and in the country of Liege, and acceded to the wish of the citizens of the countries; he stated some facts with

with a view to refute the calumnies spread by *Dumourier* and his partizans, against the liberty granted to those citizens, to declare their opinion.

Then arose the question, continued he, "whether the decree of union passed in the preceding year ought to be executed or reported. This question, as you see, is complex, and must be reduced to the three following points:—"

"First—What part does justice command us to take with regard to the people of *Liege*, and those of *Belgia*?"

"Second—What are the interests of the French Republic, in this respect."

"Third—Is it prudent, is it politic, under existing circumstances, to come to a decision on this point."

"With regard to the first question, there is one principle, which seems alone sufficient to influence a decision: namely, contracts between nations are

as

as obligatory as those between individuals; when the people of Liege and of Belgium had voted for their union with the republic, and when you acceded to their wish, from that moment a contract existed between them and the French people, in the name of whom you have united them together: a contract which at present ought neither to be broken, nor to remain without execution. Is it in your power to detach, from the great society of which the French Republic is composed, the departments of the north, of the Pas de Calais, of the Upper and Lower Rhine? No, certainly. Well; according to principles, the inhabitants of these four departments have no more right to remain Frenchmen, than the people of Belgium and Liege. Would it not, besides, be an insult to the national character, to suppose you capable of restoring to their ancient masters, men whose fetters you have yourselves broken, and whom you yourselves have invited to enjoy the blessings of liberty. Let us not be told, that without replacing them under the yoke of their former masters, there is no necessity for rendering them Frenchmen; and that it would be sufficient to form them into a separate republic, in order to render them as free

as they would be by an union with France. This idea, we know is very pleasing to the friends of England, who, in its execution, already see infallible means of speedily producing a civil war in Belgium, and, by that means, of bringing them under the reign of a new *Stadtholder*, which the house of Brunswick keeps ready for them; and particularly by breaking, without the least effort, by physically separating us from Holland; by an intermediate state, the ties of alliance which unite the Batavian Republic with that of France; *an alliance, the happy effects of which the English Government has well calculated to us and our friends, as well as the fatal consequences which must result from it to them and their adherents.* But, above all, it is impossible for any man of common sense, not to see that the interest of the republic accords with its duty, and that, in this case, as well as in all others, it is of consequence to the republic to be just. It is, indeed, of consequence to the republic that the house of Austria should never more enter a country, which, by keeping it in perpetual contract with us, would make it continue to be, what it has long been, the cause and the theatre of two or three wars in every century, as long as they were bloody.

It is of consequence to the republic, to multiply its means of defence against governments, who, even after having laid down the arms which they at present carry against it, will ever remain its secret enemies, and will not be long in finding out a favourable moment for declaring a new war. It is of consequence to the republic, to secure a preponderance in the scale of commerce, and to take from the English several branches of the trade which they carry on with so much advantage; and consequently, not to suffer to escape from its hands, the incalculable profits to be derived, from the possession of a country, the production of which constantly exceeds the wants of its numerous population by two thirds; not to be deprived of the advantages secured by the free navigation of the rivers and canals, which have already proved the greatest source of public prosperity, to entertain with the Batavian republic immediate connexions, which would weaken daily, and would entirely be annulled, if an immediate neighbourhood did not exist between the nations; and if sentiments of amity were not to be guaranteed by local proximity. It is of consequence to the republic, to extend its territories, in such a manner, that the north and south should balance each other,

and afford a reciprocal support, in such a manner, that the central commune of the government should no longer be at so great a distance from the centre of the countries governed as it is at present, in such a manner, in short, that Paris may form the centre of a circle.

It is of consequence to the republic; and I call the attention of its true friends to this point, in a particular manner, for its object is to defeat an intrigue, which, perhaps, has already succeeded in a certain degree, and which tends to nothing less than the dismemberment or destruction of the republic. It is, I say, of consequence to the republic, that the inhabitants of Belgium and Liege shall be no further free than as Frenchmen. Because, if they were to form a separate republic, they would be too weak to resist the attack of their ancient masters, and would, ultimately be incapacitated from serving as a barrier against our natural enemies; because, if they were to associate themselves with the United Provinces, and were, by that means, to add their territorial power to the maritime power of Holland, there might, one day or other, proceed from such a *malgamation*, consequences which we should not

have

have much reason to be pleased with; because, above all, in this last case, an immense advantage would be given to intriguers. What do I say, to the conspirators, who, at a certain epoch of the revolution, have flattered themselves with the hopes of persuading the departments of the north and the Pas de Calais, that their right and interest accord in the propriety of detaching themselves from France, to unite with their ancient brethren in the Netherlands, and to realize, in conjunction with them, the ancient plan of a confederacy of the seventeen provinces; because, at all events, the French republic might one day experience, even from the republican government of Liege and Belgium, an act of gratitude, of which the most modern diplomatic system would furnish an example. I mean to say, that exercising their right of sovereignty, and availing themselves of some momentaneous embarrassments in which France might be involved, the Ligeois and the Belgians might, influenced by perfidious councils, enter into a treaty with the enemies of the French republic, by which means we should be reduced to the same situation as if our enemies had remained masters of Belgium and the territory of Liege. It is, lastly, of consequence

sequence to the republic, and indeed, of the greatest consequence, to dispel the storms which malevolence and folly have conjointly excited, on the insufficiency of the present security for our assignats, and consequently to strengthen that security, by the domains which the clergy and the house of Austria possessed in Belgium and the country of Liege.

"Far from us be the thought, that either prudence or policy requires the reservation of the means for making peace with the house of Austria, at the expence of the people of Belgium and Liege! I have already proved, that the French republic cannot, under any circumstance, abandon her friends, her adopted children; and our brave armies assure us, that our enemies shall never acquire such an ascendancy as will make us conclude a disgraceful peace, which must, of necessity, prove illusive, since it would replace our enemies at our doors, and supply them with the most powerful means of aggression."

"The question is then reduced to this one point: shall we wait in order to complete an union,

which

which was voted and decreed nearly three years ago, until the house of Austria and the Bishop of Liege shall be pleased to give it their sanction?"

(Here follows the decree of union.)

In the further discussion of this object Robergot supposed, "that independency, once perfectly established, and the Belgians to be a separate power, who had already made treaties with all its neighbours, the germe of division not being yet smothered amongst them, civil wars will soon be seen to commence, as there existed more than one afflicting example of their disunion.

Do you believe (added he) that Austria would remain a quiet spectator of these agitations? It will infringe its treaties, and will come afresh to subdue its ancient subjects. Your interest requires that the Austrian power should be weakened, and your politics command you not to have a turbulent neighbour. Remember that the treaty signed lately at the Hague, already supposed this union." He said, "that in extending the limits of our frontiers, we shall not only

have

have a better means of defence, but those means will even increase in proportion with the points which we shall have to defend." He ended, by observing, the commercial connexions, shewing, that the union of the Belgian canals, with the canals and rivers in France, will produce immense advantages, in opening to France the whole immediate commerce with the north of Europe; and declaring, "that England alone has, with respect to its commerce, the principal interest, in wishing for the independence of the people of Belgium and Liege.

After having closed the debate, passed the following decree of union, amidst the loudest applause.

Article I. The decrees of the national convention of the 2nd and 4th of March, and the 8th of May, 1793, which annexed the countries of Liege, Stavelot, Lorgne, and Malmedy to the French territory, shall be executed according to their form and tenor.

Article II. The decrees of the national convention of the 1st. 2nd. 6th. 8th. 9th. 11th.

19th. and 23d of March, which annexed to the French territory, Hainaut, Tournaisis, the country of Namur, and the majority of the communes of Flanders and Brabant, shall in the like manner be executed.

Article III. The national convention accepts the wishes expressed in 1793 by the communes of Ypres, Grammont, and other communes of Flanders and Brabant, and that part of Austrian Gueldres not comprised in the said decrees, for their union with the French territory.

Article IV. All the other countries *on this side of the Rhine*, which were, before the present war, under the dominion of Austria, and those which have been preserved to the French republic, at the treaty concluded at the Hague, the 26th of last Floreal (May 15) between their plenipotentiaries, and these of the republic of the United Provinces, to which none of the dispositions of

ii

the

the present decree attach, shall be also united to the French republic.

Article V. The inhabitants of the country of Liege, of Stavelot, Lorgne, Malmedy, and those of the commune of Belgium, comprised in the articles II. and III. of this decree, shall enjoy from the present moment, all the rights of French citizens, provided they otherwise possess the qualifications required by the constitution.

Article VI. With respect to the communes comprised in the fourth article, the inhabitants shall enjoy, until it has been otherwise provided, all the rights guaranteed by the constitution to strangers who reside in France, or possess property there.

Article VII. The countries mentioned in the four first articles in the present decree, shall be divided into nine departments, viz. the Dyle; *Brussels* is the chief place; the Scheldt, *Ghent*, *Gemappes*, *Mons*, *Des*

Forets,

Forets, Luxembourg; the Sambre and Maese,
 Namur; the Ourthe, Liège; the Inferior
 Maese, Maestricht; the two Nettes, Antwerp;
 the Lys, Bruges.

Article VIII. The representatives of the people
 sent to Belgium are charged with fixing the
 different boundaries of these departments,
 and to divide them into cantons, like other
 parts of the republic.

Article IX. They shall nominate provisionally
 the functionaries who shall compose the
 administration of the departments, those of
 the cantons and the tribunals of the countries
 of Limburgh, Luxembourg, Maestricht,
 Venloo, and their dependencies with Dutch
 Flanders.

Article X. The Legislative body shall determine
 the number of representatives of the people
 that each of the departments, formed accord-
 ing to Article VII. shall nominate conforma-
 ble to the constitution at the epoch of its
 renewal, which shall take place the fifth year
 of the republic.

Article XI. The representatives of the people sent to Belgium, shall take the extraordinary contribute levied on those countries, and forming their contingent of the expences of the war of liberty, be levied and paid.

Article XII. The custom house now existing, whether between France, and the countries mentioned in the first article of the present decree, or between the different parts of the same countries shall be suppressed. Those which are established between these same countries, the United Provinces, and the countries annexed between the Maese and the Rhine, shall remain as before.

APPENDIX.

SINCE the present work has been designed for publication, very important circumstances have occurred, which have more fully developed the before-stated principal views of the French nation; and that it perseveres not only to fix the before-mentioned rivers for the boundaries of their country, but also to distress Great Britain, by subverting her commerce.

The ambitious and arbitrary designs of the French Government are confirmed by their rejecting the first official overtures of peace, presented to them from our Government

ment, by Mr. Wickham, his Majesty's Envoy to the Swiss Cantons, on the lofty pretensions,* *that their constitutional act does not permit it to consent to any alienation of that, which, according to their existing laws, constitute the territory of the Republic.*

Every individual in this country must be satisfied with the tenor of the official note presented by Mr. Wickham to Mr. Bartholemi, which, without compromising the national dignity, contains the first official overtures of peace between the two nations. The

+ Extract from Mr. Bartholemi's, the French Ambassador in Switzerland, communicated answer from the French Directory to Mr. Wickham.—

“Charged by the constitution with the execution of the laws, it cannot make or listen to any proposal that would be contrary to them. The constitutional act does not permit it to consent to any alienation of that which, according to the existing laws, constitutes the territory of the Republic.”

vague reply of the Executive Directory, and their declining to enter into negotiations for peace without preliminaries being previously settled, which assure to France the possession of all those provinces, which its actually existing laws have appropriated to the French territory, are as absurd on its part, as they would be disgraceful to our Government to accept. For all these sacrifices, the Directory refuses to make, or even to receive any proposition; and it insists that the negotiation shall be preceded by an admission on our part of these claims.

Since that time, it has engaged the Republic of Venice and Genoa, the Grand Duke of Tuscany, and the King of Sardinia, to shut their ports against our commerce:—It has forced Spain into a war with us, to gratify its wishes for the destruction of our navy and trade; it threatens Portugal, and endeavours to prescribe to shut her ports likewise against us; it has combined with a

northern

northern monarch to deprive us of all intercourse with the city of Hamburgh and the northern part of Germany. Notwithstanding all these circumstances, and that our fleets have never failed to be successful by sea, our Government has again condescended to make overtures for peace, which every friend to humanity must approve of, and unite in the desire that Lord Malmf-bury's embassy may be successful, and procure an unequivocal and permanent peace, on just and equitable terms, consistent with the dignity of the British nation; but if this desirable end should not be obtained, and it should still remain unavoidably necessary to continue the war, every Englishman and subject of Great Britain should consider that there never was a time when public spirit and true patriotism ought to display themselves with more energy and zeal as in the present period, when a designing and obstinate war, gloriously supported by the gallantry of our navy, but extremely

extremely expensive, on account of the vast extent of our expeditions demand that the greatest efforts should be made to terminate it with glory, and to prove to our formidable enemies, that this country is still not wanting in itself the resources to meet its most gigantic exertions.

The most powerful and decisive motives call on every Briton to display his generous and dignified patriotism, and to support Government liberally at this momentous crisis with the means to pursue the contest vigorously until the enemy is compelled to relinquish their repeated, publicly avowed, proud, unjust, and domineering designs; it is undoubted, if it should be necessary, that Englishmen will make every personal sacrifice in a cause, where their honour, safety, and dearest interests are so deeply concerned.

FINIS.

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extent of our expeditions demand that the
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ERRATA.

Page	Line	
15	7	for they annexed read the French rulers annexed.
20	24	for equal with read equal to.
22	14	for than 25 males read than 25 females.
26	11	for on read of.
45	1	for discharges read discharges itself.
50	7	for carries read has.
53	2	for Alp read Alpin.
62	2	for for read to.
64	13	for is over read is placed over.
82	8	for commences read begins.
86	7	for distance read way.
99	6	for Southern read Zuyder.
179	12	for eight read eighth.
200	19	for twelve hundred thousand read one hundred and twenty thousand.



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